



# **APPENDIX A**

## **Public Involvement**

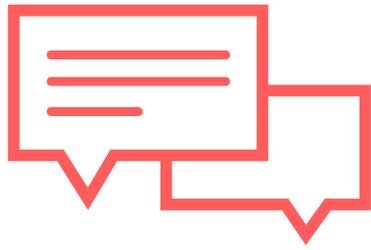
# **Public Engagement Playbook and Project Information Sheet**

SEPTEMBER 2021

# ENGAGEMENT PLAYBOOK

VICTOR CONNECTIVITY PLAN





## DECISION STATEMENT

By September 2022, the Town of Victor will approve a street network master plan with concept level plans and costs. The purpose of the project is to close crucial gaps in the existing transportation network and create access to key points in the surrounding area.

## ENGAGEMENT OBJECTIVES

- Create awareness
- Share information about the project with residents, business/property owners, bike/pedestrians, and commuters
- Seek feedback to help inform project alternatives and evaluation criteria
- Seek feedback on draft and preferred alternatives

## ENGAGEMENT ACTIVITIES

### INTERVIEWS

Interviews were conducted with representatives of the school district, local businesses, economic development organizations and Victor residents. While interviews were free-flowing, a set of basic questions was developed as a framework around issues and opportunities, hot button issues and how to best engage the community. Additional interviews will be conducted with representatives of Victor Hiking Trails before the end of 2021.

### POP-UPS

Two pop-ups will be held during the course of the project:

- Victor's Jingle Mingle at Town Hall from 3 - 5 PM on Saturday, December 4, 2021
- Summer 2022 at ice cream shop (Specifics TBD)

The purpose of the initial pop-up will be to gather input on issues and opportunities with respect to connectivity in Victor through conversation and a short survey. The second pop-up will provide an opportunity for public comment on a set of draft recommendations.

### PUBLIC MEETINGS

Two public meetings will be held during the course of the project:

- Workshop #1: Virtual meeting the week of December 13, 2021
- Workshop #2: In-person meeting at Town Hall or outdoors on Trail, Summer 2022 (specifics TBD)

The purpose of the first meeting will be to share information about the project and seek feedback that will inform the criteria the team will use to evaluate alternatives.

### COMMUNICATIONS

A project stakeholder database will be developed to share information about opportunities to engage with the project on Instant Input and through a project email list. Other venues where information will be posted will include:

- Victor Neighbors Community, and Town of Victor Facebook pages
- PeachJar Flyers
- Victor Central Schools and Victor Farmington Library
- Nextdoor
- HOAs

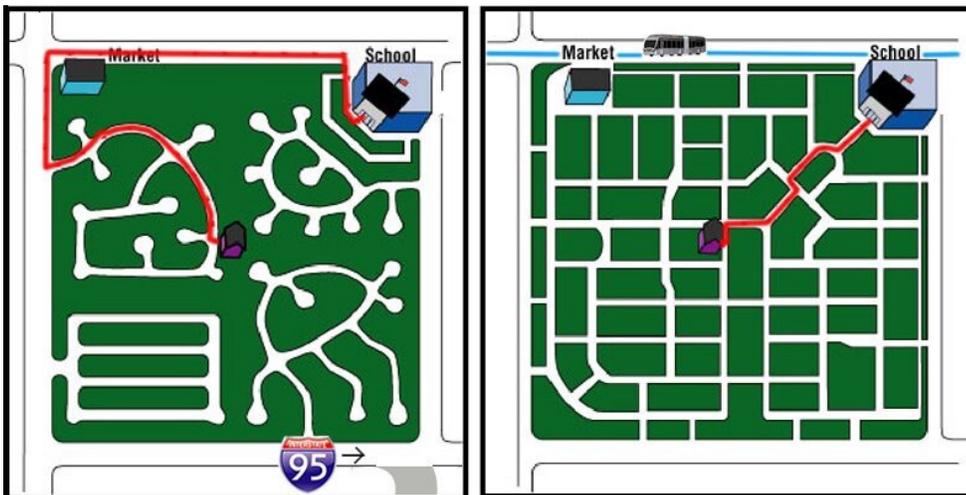
## PROJECT PURPOSE

By September 2022, the Town of Victor will approve a street network master plan with concept level plans and costs. The purpose of the project is to close crucial gaps in the existing transportation network and create access to key points in the surrounding area.

### WHAT IS “CONNECTIVITY”?

Street connectivity refers to the directness of links and density of connections (i.e., intersections) in street networks. A neighborhood with a highly connected street network has streets with many short links, numerous intersections, and few dead-ends and cul-de-sacs. Highly connected street networks can make it more efficient and easier to drive, walk, or bicycle from one place to another by providing more direct routes and shorter travel distance.

Street network connectivity helps reduce the volume of traffic and traffic delays on major streets (arterials and major collectors), and ultimately improves livability in communities.

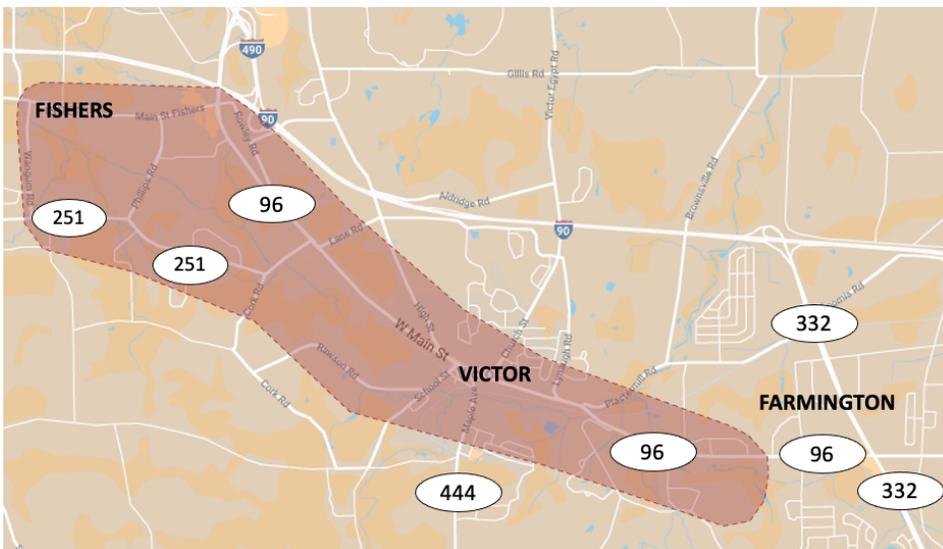


*Poorly connected network (left) vs. well-connected street network (right).  
Source: Utah Street Connectivity Study, Utah Department of Transportation, et. al.*

# CONNECT VICTOR

## BACKGROUND

During the past several years, the Town and Village of Victor have completed several transportation planning projects intended to address traffic safety, circulation, and congestion challenges in the community. These projects include the *Route 96 Transformative Corridor Strategic Infrastructure Plan*, the *Victor Access Management Plan*, and the transportation chapter of the *Town's 2015 Comprehensive Plan*. This project will advance those previous efforts by identifying connectivity gaps in the Town's transportation network, recommending improvements to the existing streets and intersections, and providing concept-level designs to better connect streets, trails, and sidewalks.



*The project area includes a portion of the Town of Victor south of the Thruway along the NYS Routes 251 and 96 corridors, including the hamlet of Fishers and most of the Village of Victor. East to west, the project area extends from the Farmington line to the vicinity of Wangum Road.*

This project will result in conceptual designs for bicycle, pedestrian, and vehicle traffic circulation improvements along the Route 96 corridor. It will recommend options for additional street connections to divert traffic from Route 96, improve connections between neighborhoods and business areas so that traffic is not reliant on a few main roads, and expand trails, sidewalks and crosswalks, and bicycle lanes to encourage non-motorized transportation. These conceptual designs will provide the Town and Village with a blueprint for future infrastructure improvement projects and help the Town prioritize and secure funding for projects.



*Scan the QR code to the left to take the survey, get updated on the project and share your input via the Instant Input app!*

Christopher Dunne | 585-752-5806  
[christopher@highland-planning.com](mailto:christopher@highland-planning.com)



## Stakeholder Interview Summary



## STAKEHOLDER INTERVIEWS

In late October and early November 2021, stakeholders were contacted for interviews concerning the Genesee Transportation Council (GTC) study, Connect Victor. Interviewees were provided with a copy of the project's one-page information sheet and invited to participate in 20 to 30-minute calls with a member of the project team.

## INTERVIEWEES & QUESTIONS

Interviews were conducted with representatives of the school district, local businesses, economic development organizations and Victor residents. While interviews were free-flowing, a set of basic questions was developed as a framework:

- What has been your experience with the safety and efficiency of the infrastructure that allows for transportation connections in the Town of Victor?
- What are your **key concerns** about this project?
- What do you think are the biggest **opportunities**/best outcomes of this project?
- What is the best way to **engage** members of the community? (i.e., public meetings, open houses, best locations, times, special events?)
- Are there any **hot button** issues we should be aware of before we start engaging the community?
- Who else should we talk to at this initial stage?

## KEY FINDINGS

**Sidewalk connections are lacking for newly developed residential neighborhoods.** Areas such as Camden Hill Drive and Azzano Circle are close to the Village center, but residents are often dissuaded from walking due to the lack of sidewalks on Lyanugh Road past the roundabout. Families using baby strollers or walking with older children lack a pedestrian connection to the commercial core of the community. **Village center and community facilities are priority destinations for bike-ped connections.** Stakeholders cited the Victor Farmington Library, Dryer Road and Victor Municipal Parks as well as the Village's commercial corridor as destinations that will be important to better connect to residential areas. **High Street / Main Street intersection queuing remains the biggest challenge on Route 96 through the Village.** Due to eastbound afternoon school bus traffic, the intersection of High Street and Route 96 frequently experiences long backups that discourage drivers from using Main Street. While signal optimization has been considered in the past, stakeholders also suggested straightening High Street and extending it to connect to Adams Street or looking at other substantial capital investments to improve this intersection.

**Older residents and businesses on Route 96 may balk at a new "bypass" street along the railroad.** Some business owners feel the traffic congestion along Route 96 represents an opportunity in terms of new customers. Younger, more tech-savvy families who are more likely to pre-select a destination for shopping (or shop online) may be less likely to see this as an important concern. Some stakeholders were skeptical that this new local street would solve the biggest issue for vehicular traffic: High Street and Main. **Trails remain purely recreational assets.** Victor's growing trail system is a tremendous benefit to the community. However, because of the surfaces used (crushed stone, dirt, etc.), they are unsuitable for walking or wheelchair use for many, and for cyclists and strollers, thick tires are a must. Additional bike and pedestrian facilities would need to be constructed with surface in mind should they be intended to serve as a truly community-wide recreational amenity or even a transportation asset. **Carefully consider what kind of development would occur on a new railroad adjacent street should it move forward.** The proposed street south of Route 96 between 251 and Lyanugh/Plastermill Road is the lynchpin of the traffic congestion mitigation strategy for the Town and Village of Victor. As a potentially key connection not only for users of personal automobiles but also cyclists and pedestrians, careful consideration needs to be given to the type of development that will occur along this corridor.

## **Pop-up Event and Community Survey**

# POP-UP SUMMARY

<b>Project Title</b>	Connect Victor Pop-Up
<b>Meeting Date</b>	December 4, 2021, at 3:00PM – 6:00PM
<b>Location</b>	Victor Town Hall
<b>Topic</b>	Holiday Pop-up
<b>Team Members</b>	Joe Bovenzi, Genesee Transportation Council (GTC) Lorenzo Rotoli, LaBella Associates Susan Charland, Highland Planning Christopher Dunne, Highland Planning

## Overview

On Saturday, December 4, 2021, the project team hosted a table at Victor Town Hall from 3:00PM until 6:00 PM during the community’s Holiday Jingle Mingle event. Available project materials included copies of Technical Memo #1, a one-page project information sheet, and a one-page engagement playbook. Attendees of the event were invited to complete a community survey via their phone, paper copy, or iPad. Participants were invited to scan the provided QR code directing them to take the survey and/or sign up for Instant Input to be kept apprised of project developments. An estimated 60 residents were engaged during this period with an estimated 30 surveys completed as a result of the pop-up, and 4 individuals signing up for the project on Instant Input.



## Community Survey

Attendees had the option to take the survey on their personal smart phone through the Instant Input app, on iPads via SurveyMonkey, or on paper copies. No responses were received via SurveyMonkey and only one (1) response on paper was received. In terms of overall findings, the primary trip purpose for survey respondents coming into Victor was to access services such as the post office, bank, school, town hall, etc., or to access recreation opportunities. Several residents urged improvements for specific streets or construction of new streets and sidewalks, mainly to East Victor Road and Route 96. Others expressed concern for recreational trails that require upgrades. Other key takeaways included:

**Most people live outside the village but in the town of Victor.** The majority of respondents selected “I live outside the Village but in the Town of Victor.” The primary purpose for coming into either the town or village was for services (bank, doctor, school, town hall, etc.).

**Traffic congestion on Route 96, and trail surfaces that can’t be used by all people and bikes were the biggest challenges for the transportation network in Victor.** A large majority selected “Traffic congestion on Route 96 and Main Street,” in response to Question 4. “Trail surfaces that cannot be used by all people and bikes” was also frequently selected.

**Respondents wanted to see specific improvements made on streets and intersections.** The Adams Street Extension and construction of new sidewalks were seen as the biggest opportunities to improve the quality of life in Victor through changes to the transportation network.

**Respondents were split on which intersections should be improved to make biking and walking safer and more convenient.** In response to Question 6, respondents were split between “Maple Avenue/Moore Avenue & Main Street (Route 96),” “High Street & Main Street (Route 96),” “School Street & Main Street”, and “Other”. Themes from open ended responses in “Other” included concerns along East Victor Road and that the trailhead could be dangerous because of poor visibility.

**Eastern stretch of Route 96 and Main Street in Fishers are the areas that need sidewalks the most.** In response to Question 7, the most frequently selected option for new sidewalks was “Route 96 between Lynaugh Road and the Victor/Farmington Town Line.” In response to Question 8, the most frequently selected option for new sidewalks in Fishers was “Main Street Fishers between Phillips Road and Wangum Road” with some additional support for “Phillips Road (road Pinnacle Athletic Campus is on).”

# CONNECT VICTOR

## Community Survey Summary

January 2022

Prepared by Highland Planning



# Table of Contents

**OVERVIEW ..... 2**

    BACKGROUND ..... 2

    KEY FINDINGS..... 2

    ABOUT THE SURVEY..... 3

**SURVEY RESULTS ..... 4**

**APPENDIX A ..... 12**

FIGURE 1 RESPONSES TO QUESTION 1, RESPONDENT DESCRIPTION ..... 4

FIGURE 2 RESPONSES TO QUESTION 2, PRIMARY TRIP PURPOSE ..... 5

FIGURE 3 RESPONSES TO QUESTION 3, PREFERRED TRANSPORTATION MODE TO GET AROUND VICTOR ..... 5

FIGURE 4 RESPONSES TO QUESTION 4, RANKING OF BIGGEST CHALLENGES FOR THE VICTOR TRANSPORTATION NETWORK ..... 6

FIGURE 5 RESPONSES TO QUESTION 5, OPPORTUNITIES CHANGE TRANSPORTATION NETWORK FOR BETTER QUALITY OF LIFE ..... 7

FIGURE 6 RESPONSES TO QUESTION 6, INTERSECTIONS TO IMPROVE FOR WALKING AND BIKING..... 8

FIGURE 7 RESPONSES TO QUESTION 7, AREAS IN NEED OF SIDEWALKS ..... 9

FIGURE 8 RESPONSES TO QUESTION 8, AREAS IN NEED OF SIDEWALKS IN THE HAMLET OF FISHERS ..... 10

FIGURE 9 RESPONSES TO QUESTION 10, LIKELIHOOD OF BIKING AND WALKING AFTER IMPROVEMENTS ..... 11

# OVERVIEW

## Background

In September 2021, the Genesee Transportation Council (GTC) launched a study of transportation connectivity in the town and village of Victor. During the past several years, the Town and Village have completed several transportation planning projects intended to address traffic safety, circulation, and congestion challenges in the community. This project will advance previous efforts by identifying connectivity gaps in the Town's transportation network, recommending improvements to the existing streets and intersections, and providing concept-level designs to better connect streets, trails, and sidewalks. This document summarizes the results of a community survey administered as part of an effort to understand the existing conditions of the transportation network in late 2021 and early 2022.

## Key Findings

High-level takeaways from the survey include:

**The survey collected a good cross-section of the community with responses from town and village residents and businesses as well as school parents.** Town residents were the most well represented with 57 responses. Reflecting Victor's status as a bedroom community, few respondents worked in either the village or the town.

**Traffic congestion on Route 96 and sidewalks to residential areas were the biggest transportation challenges identified by respondents.** When ranking these issues, traffic congestion on Main Street/Route 96 received the most #1 rankings (44) while the lack of sidewalks in neighborhoods received the most #2 rankings (27). This suggests that issues relating to trails are seen as less of a priority compared to other pedestrian and vehicular connections in Victor.

**A new local street along the railroad was seen as the biggest opportunity for Victor's transportation network among survey respondents.** Half of survey respondents (35) selected the new local street along the Ontario Central Railroad (also known as the Adams Street Extension) as the biggest opportunity for the community's transportation network.

**The intersection of High and Main is a priority, but respondents also noted issues with intersections on East Victor Road and on Lynaugh Road.** Pedestrian connections at the Lynaugh and Main Street roundabout was a theme in responses. East Victor Road was noted for access management issues associated with new developments and safety challenges for trail users at multiple intersections.

**New connections from residential neighborhoods on Lynaugh Road to the Village were popular with respondents.**

Pocket neighborhoods on Camden Hill Drive and St. John's Parkway lack direct bicycle and pedestrian connections to the sidewalk along Main Street. Other

priority connections included the "unfinished" crushed stone portion of the Auburn Trail near Southgate Hills on East Victor Road and better connectivity to trails, parks and Victor Central Schools overall.

## About the Survey

The online questionnaire was hosted on Instant Input, a proprietary digital engagement app and was estimated to take five minutes. Respondents had the option to submit a paper survey as well.<sup>1</sup> The survey was open from December 4, 2021, to January 14, 2022, and received 70 responses, only one of which was by paper. The project was promoted through social media posts by the Town of Victor and community members were invited to take the survey in person at Victor's Holiday Jingle Mingle event on Saturday, December 4.

---

<sup>1</sup> This survey was designed to be qualitative and exploratory. It employed an opt-in methodology (i.e., non-probability), meaning some members of the population had zero chance of responding. The results cannot be used to infer from the sample to the general population in statistical terms. The survey is one of multiple public engagement activities to be undertaken for the purpose of gathering feedback from the public.

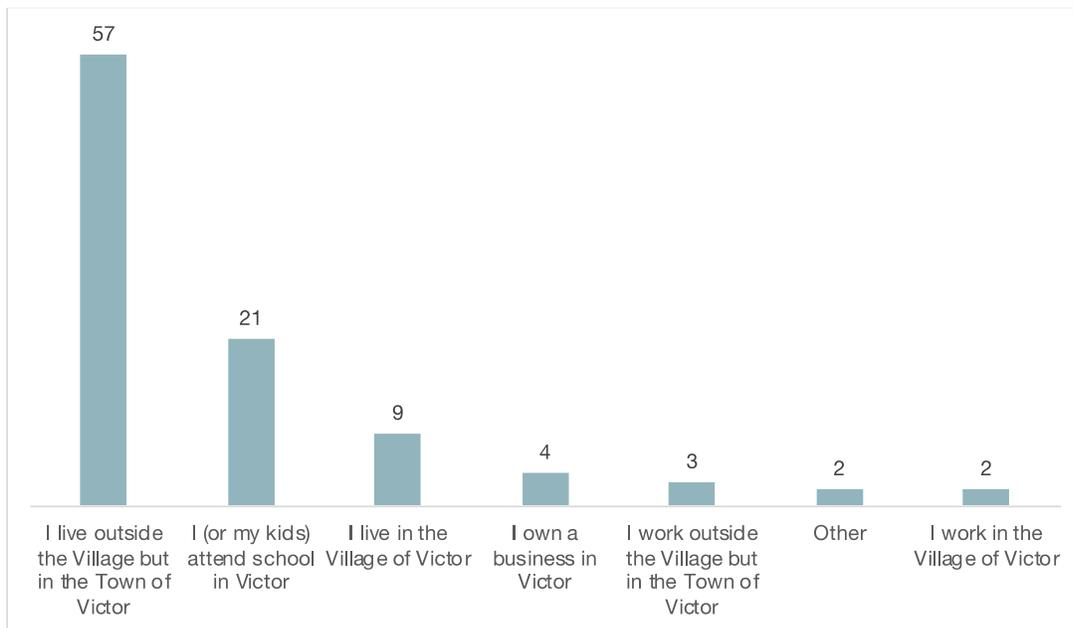
## SURVEY RESULTS

Results of the survey are included below. Each question that included an option to select “other” was followed by an open-ended question asking respondents who selected “other” to elaborate. These follow-up questions were labelled with the previous questions number and a letter (e.g., 1.a.). However, for the sake of simplicity results from open-ended responses to these questions are summarized here under the previous question’s heading where necessary. The full text of all open-ended responses is available in Appendix A.

### 1. Which options best describe you? (Check all that apply)

Question 1 allowed respondents to select more than one answer and received responses from 70 individuals. Respondents most frequently selected “live outside the village but in the Town of Victor” (57 responses) followed by “I (or my kids) attend school in Victor” (21 responses) and “I live in the Village of Victor” (9 responses) as shown in Figure 1.

Figure 1 Responses to Question 1, Respondent Description

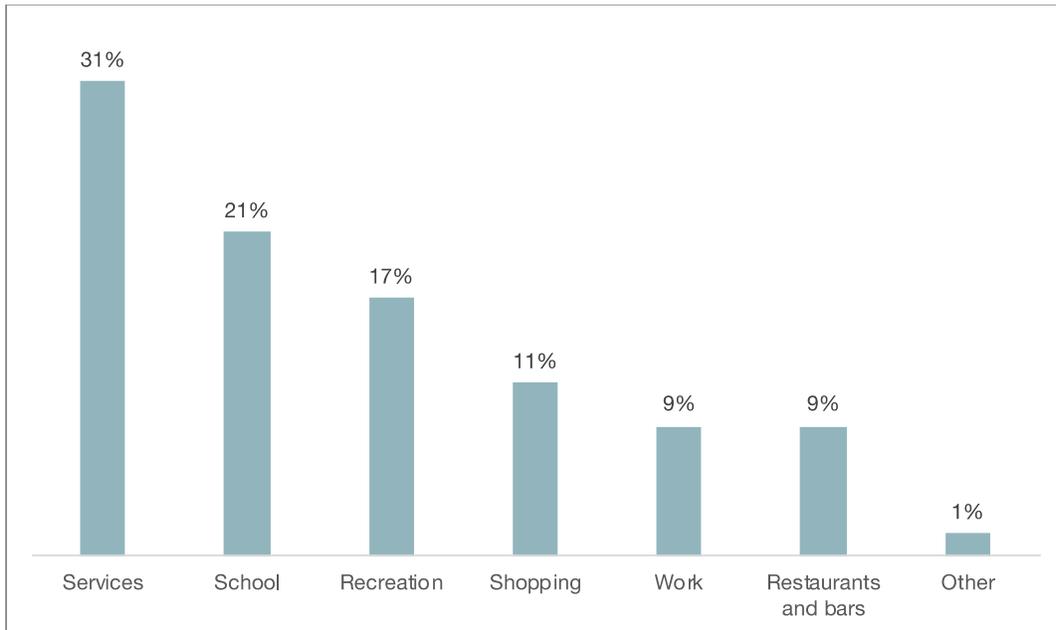


Source: Instant Input, Highland Planning, 2022

### 2. What is the primary purpose of your trips within Victor? (Please pick one)

Question 2 received 70 responses. Among respondents to Question 2, the most frequently selected option was “Services” (31%) followed by “School” (21%) and “Recreation” (17%) as shown in Figure 2. Examples of services from the survey included going to the Post Office, bank, medical appointments, or Town Hall.

Figure 2 Responses to Question 2, Primary Trip Purpose

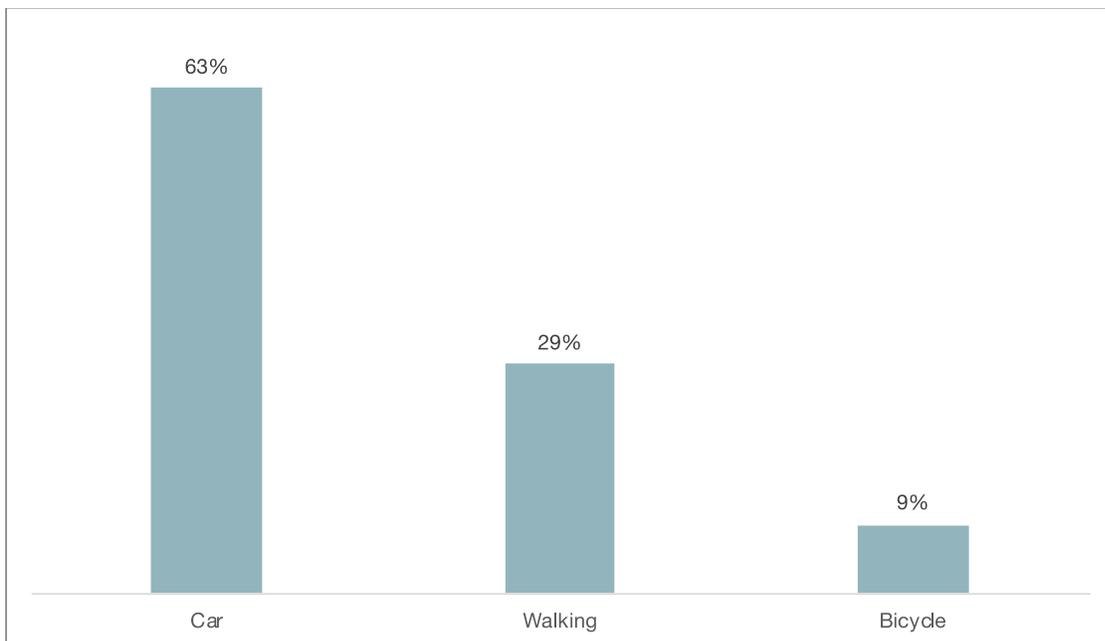


Source: Instant Input, Highland Planning, 2022

**3. What is your preferred way to get around Victor? (Please pick one)**

Question 3 received 70 responses. Among respondents to Question 3, the most frequently preferred transportation mode selected was by car (63%), followed by “walking” (29%) and “bicycle” (9%), as shown Figure 3.

Figure 3 Responses to Question 3, Preferred Transportation Mode to get around Victor

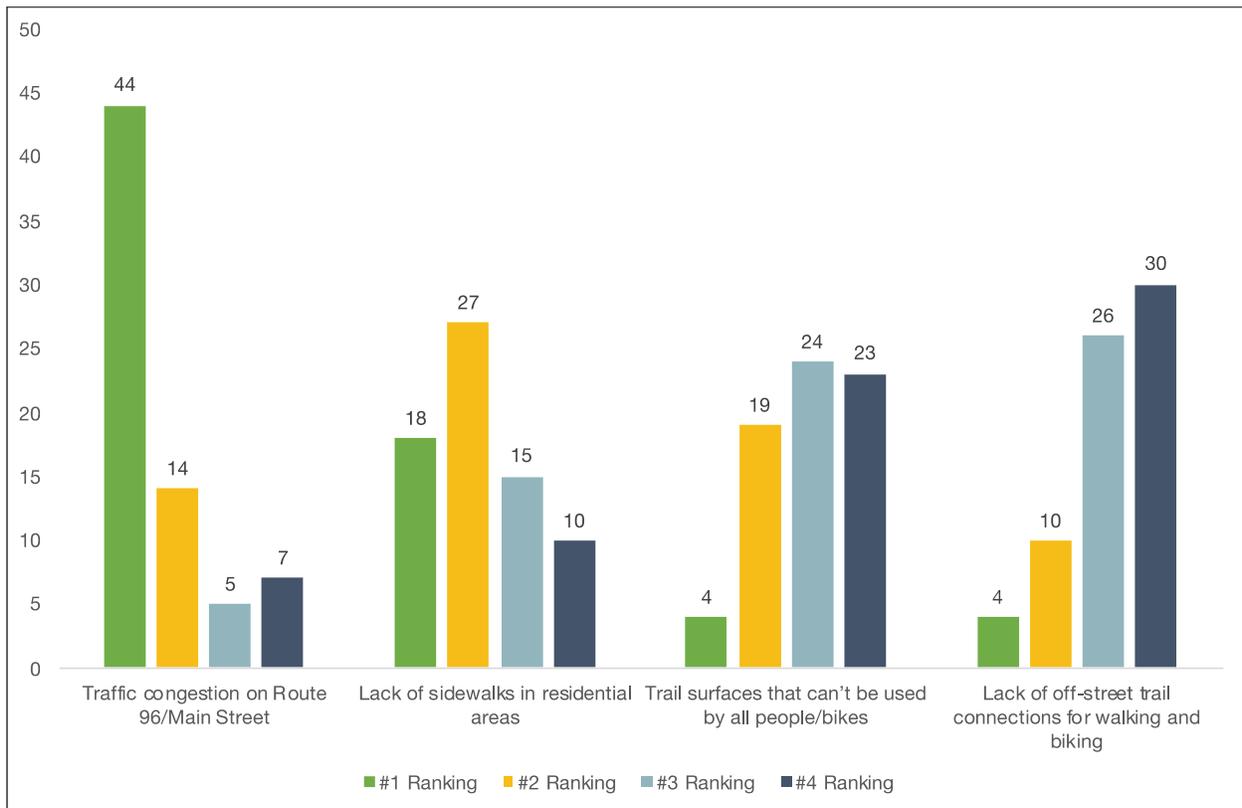


Source: Instant Input, Highland Planning, 2022

**4. What is the biggest challenge for the transportation network in Victor? (Please rank with 1 as the biggest challenge)**

Question 4 asked respondents to rank challenges with #1 being the biggest challenge. The question received 70 responses. “Traffic congestion on Route 96/Main Street” received the most #1 selections (44) while “lack of sidewalks in residential areas” received the most #2 selections (27), as shown in Figure 4.

Figure 4 Responses to Question 4, Ranking of Biggest Challenges for the Victor Transportation Network

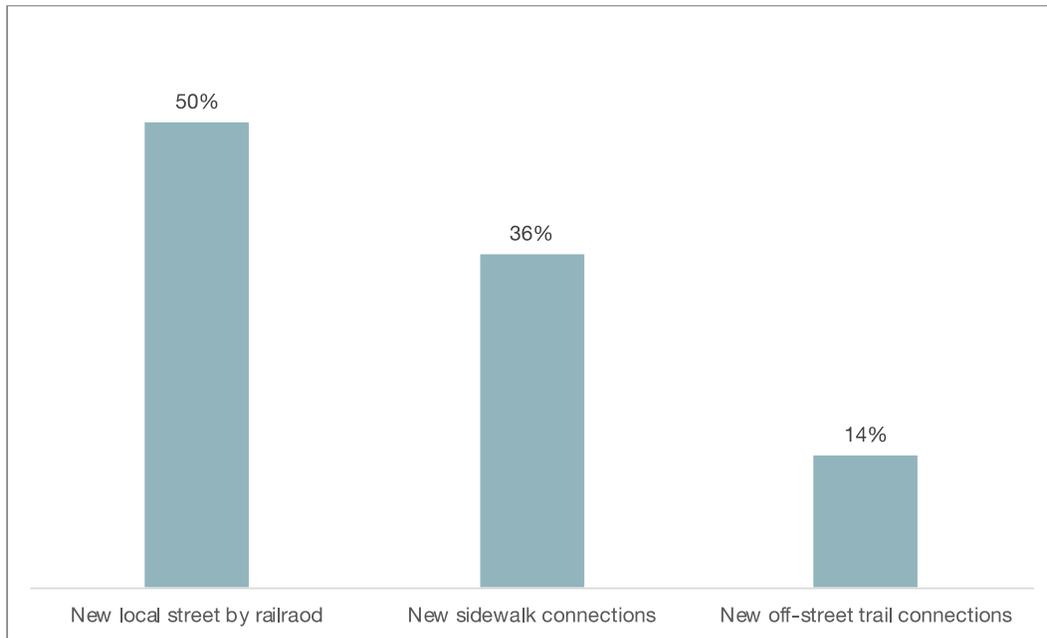


Source: Instant Input, Highland Planning, 2022

**5. What is the biggest opportunity to improve quality of life in Victor through changes to the transportation network? (Please pick one)**

Question 5 received 70 responses. The most frequently selected opportunity to improve quality of life in Victor through changes to the transportation was the proposed new local street parallel to the railroad (50%), followed by new sidewalk connections and off-street trail connections (14%), as shown in Figure 5.

Figure 5 Responses to Question 5, Opportunities change transportation network for better quality of life



Source: Instant Input, Highland Planning, 2022

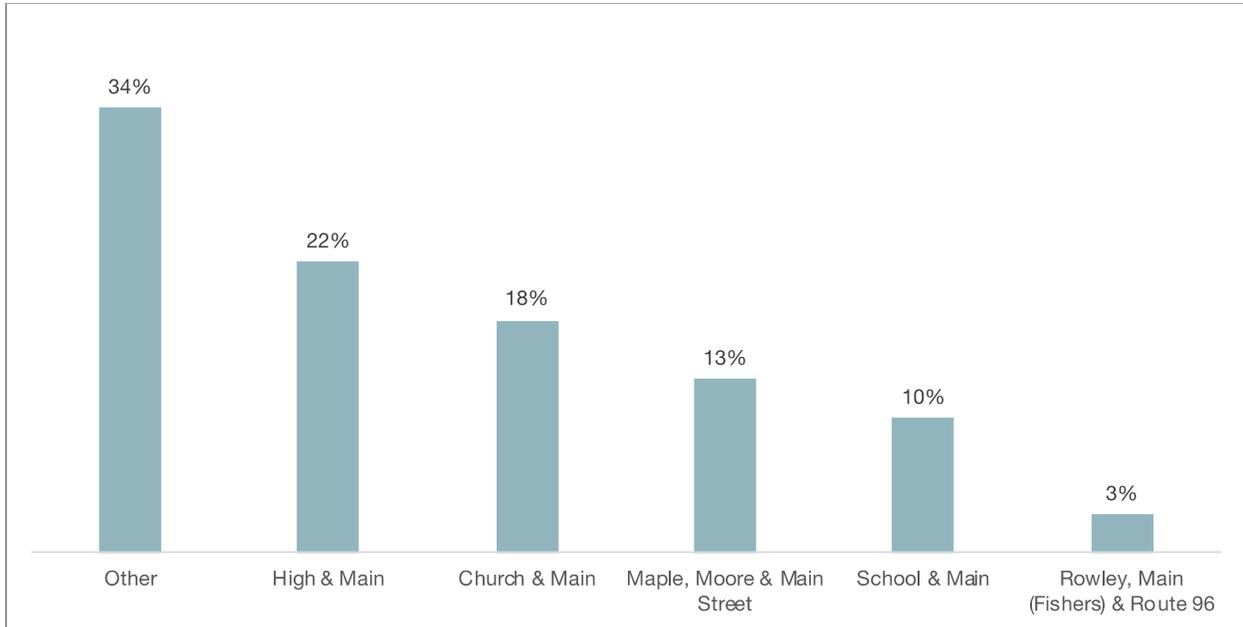
**6. Which intersections should be improved to make walking and biking safer and more convenient? (Please pick one)**

Question 6 received responses from 68 individuals<sup>2</sup>. Among respondents to Question 6, the most frequently selected option was “Other” (34%), “High & Main” (22%) and “Church & Main” (18%), as shown in Figure 6. Of the 23 respondents that selected “Other,” improvements to the intersection of

<sup>2</sup> The paper survey respondent selected more than the single option stipulated in the question wording. As such, percentages here reflect a total of 70 responses.

Lynaugh Road and Main Street as well as intersections on East Victor Road were the most frequently mentioned areas in open-ended responses.

Figure 6 Responses to Question 6, Intersections to Improve for Walking and Biking

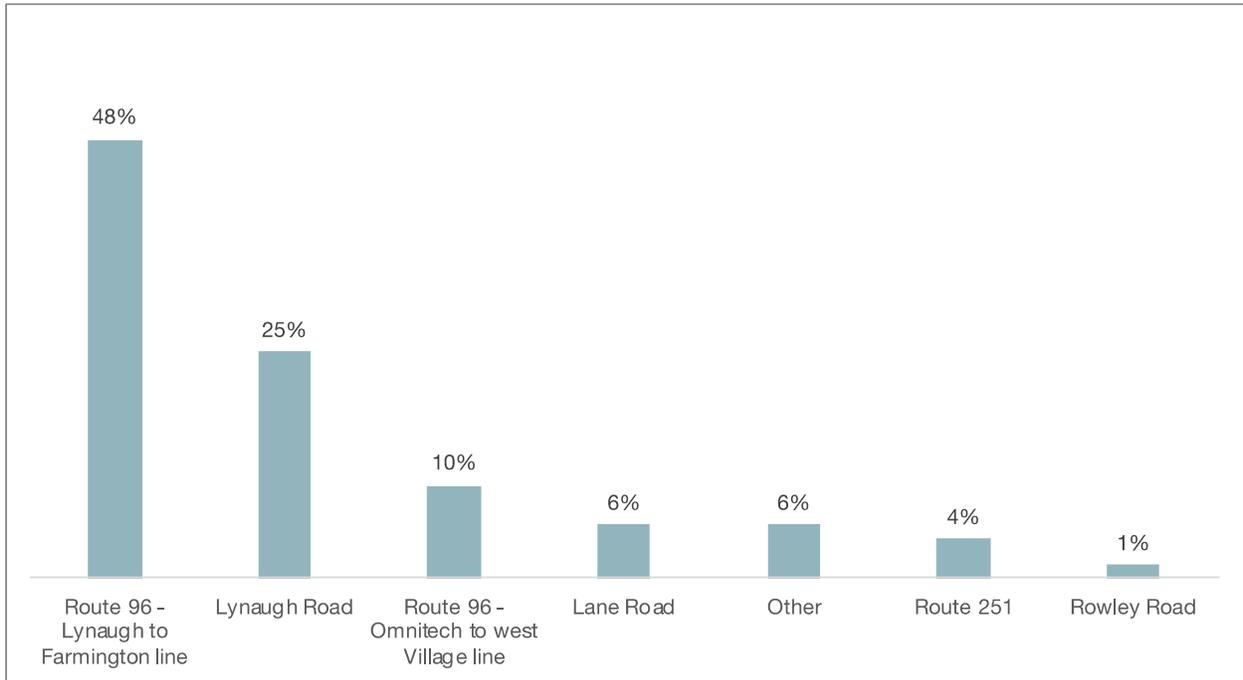


Source: Instant Input, Highland Planning, 2022

**7. None of the following areas currently have sidewalks. Which area needs sidewalks the most? (Please pick one)**

Question 7 received responses from 67 individuals<sup>3</sup>. Among all respondents to Question 7, the most frequently selected areas that need sidewalks were Route 96 from Lynaugh Road to the Farmington line (48%) and Lynaugh Road (25%), as shown in Figure 7.

Figure 7 Responses to Question 7, Areas in need of sidewalks



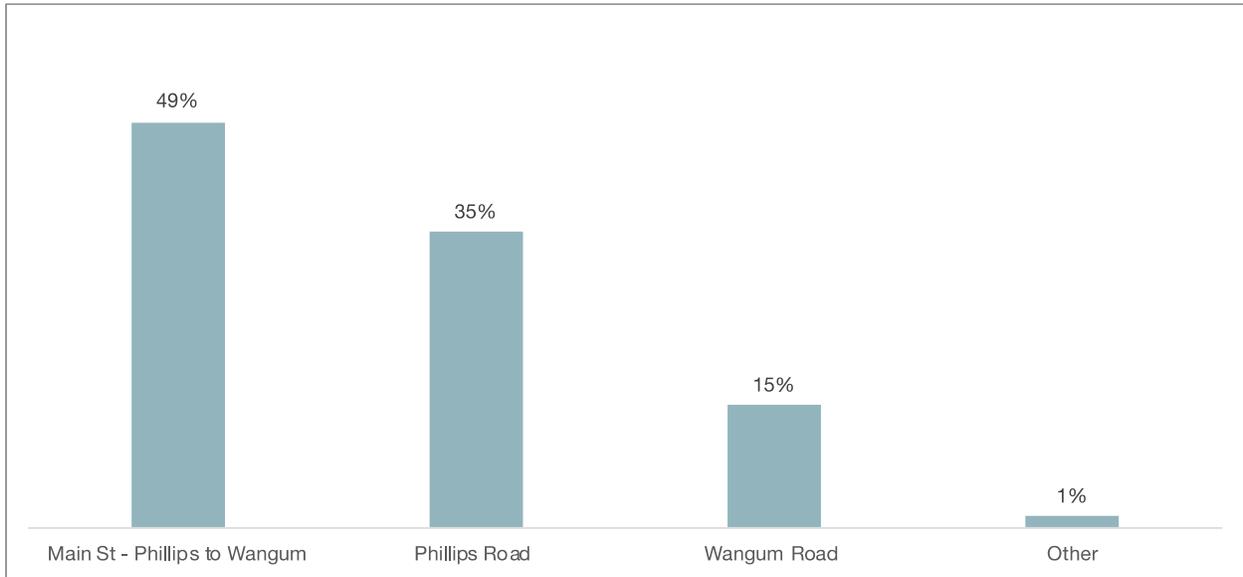
Source: Instant Input, Highland Planning, 2022

<sup>3</sup> The paper survey respondent selected more than the single option stipulated in the question wording. As such, percentages here reflect a total of 70 responses.

**8. None of the following areas in Fishers currently have sidewalks. Which area needs sidewalks the most? (Please pick one)**

Question 8 received 68 responses. The most frequently selected area in Fishers in need of sidewalks was Main Street from Phillips Road to Wangum Road (49%) followed by Phillips Road (35%) as shown in Figure 8.

Figure 8 Responses to Question 8, Areas in need of sidewalks in the hamlet of Fishers



Source: Instant Input, Highland Planning, 2022

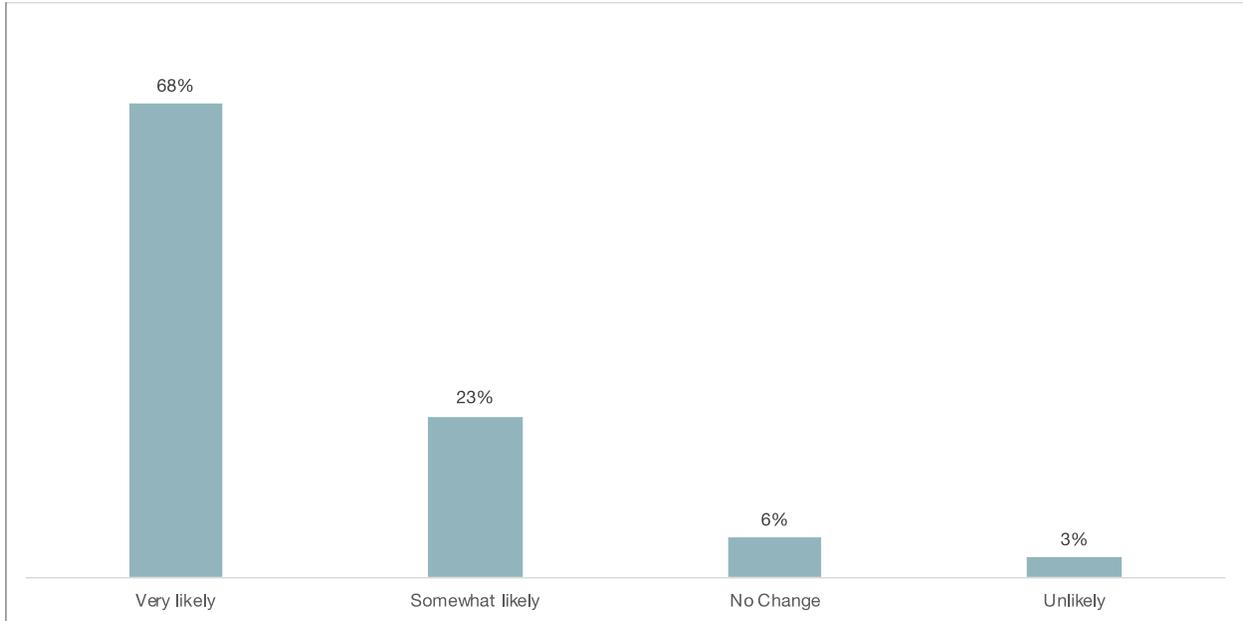
**9. What are two locations you would like to be able to walk or bike between in Victor where it's currently difficult to do so? (e.g., school to park)?**

Question 9 was open-ended and received 51 responses. Of specific locations, Camden Hill Drive to Route 96/Main Street on Lynaugh Road was the most frequently mentioned (12 responses) followed by East Victor Road to Break of Day Road using the existing trail (5 responses). This trail connection is composed of crushed stone and may not be usable for all vehicles. Of general locations, connections to the Village (20 responses) were the most frequently cited as desired additions to the transportation network. The text of all open-ended responses is available in Appendix A.

**10. If improvements were made to pedestrian and bicycle connections within Victor, how likely would you be to walk or ride a bike to destinations within Victor?**

Question 10 received 69 responses. The most frequently selected options were “very likely” (68%) and “somewhat likely” (23%), as shown in Figure 9

*Figure 9 Responses to Question 10, Likelihood of biking and walking after improvements*



# APPENDIX A

## Open-Ended Responses

A list of open-ended responses is included below. Non-substantive open-ended responses such as “N/A” or “skip” have been removed.

### 1. Which options best describe you?

<b>1(a). If you selected "Other," please tell us more below. Otherwise, skip to the next question.</b>
I live in the village
I don't live there, but I do drive through the area occasionally and am always interested in transportation plans for improvement.
I live in Camden Hills in St Johns Parkway and would like to see sidewalks from our neighborhood to the round -a-bout.
I live on St. Johns Pkwy in the Camden Hills neighborhood.
Live in Farmington, but cycle in Victor

### 2. What is the primary purpose of your trips within Victor? (Please pick one)

<b>2(a). If you selected "Other," please tell us more below. Otherwise, skip to the next question.</b>
Attend Church
I live in the village therefore I'm constantly driving through the village
Live within walking distance of the village. Would love to be able to access more village amenities by foot or bike.
Living outside the village, we go to the village for other reasons (food, errands, recreation).
Recreation
walking & riding on E. Victor Rd to get to trails.
We access the village for many reasons, including services, restaurants, shopping and recreation
We live here so we go shopping locally and do recreation locally

### 3. What is your preferred way to get around Victor? (Please pick one)

<b>3(a). If you selected "Other," please tell us more below. Otherwise, skip to the next question.</b>
both walking and riding a bike
car car
Car, but love riding my bike on the trail
Live just outside the village

**6. Which intersections should be improved to make walking and biking safer and more convenient?  
(Please pick one)**

<b>6(a). If you selected "Other," please tell us more below. Otherwise, skip to the next question.</b>
96 & East Victor Rd. Too many new builds on East Victor and commercial businesses on 96. It makes exiting and entering East Victor dangerous.
Area directly in front of the mall. Drivers do not pay attention!
Connect Camden Hills with a side wall to walk down town ... this would also connect Tuscany neighborhood too
Cork and Modock to connect them to the village for walking and biking
E.Victor Rd. No sidewalks, signage or adequate speed signs to the trail entrances. Autumn Grove has many residences walking to the bus stop at Rt 96 & E. Victor Rd. With 2 more housing projects about to begin and E. Victor Rd becoming a major short cut
East Victor Road and 96
"East Victor Road and 96.
More sidewalks!"
East Victor Road and Auburn Trail including section of the Auburn trail from East Victor to Break of Day parking lot for access to the Auburn trail
East Victor Road and Break of Day Road (both roads need sidewalks)
Lynaugh and 96
Lynaugh and Church...connecting Lynaugh and the village
Lynaugh and county road9 and Lynaugh and Main St.
Lynaugh and Main Street
Lynaugh leading to the roundabout needs a sidewalk.
Lynaugh needs sidewalks down to village for safe walking
Lynaugh Rd to Rt 96
Lynaugh Road should have sidewalks from Harlan Fisher Park to Round-about. Especially from Saint Johns Parkway (residential neighborhood connecting 100 homes) to roundabout.
Lynaugh should have a sidewalk and lights
Lynaugh St to 96
Lynaugh street to 96 round about.
Lynaugh/Rt 96
safely connect Camden hills neighborhood to the village via a sidewalk on lynaugh rd
Sidewalks on Lynaugh Road!
"St 251 at Cork Rd
Flashing yellow crossing signal with warning flashers needed asap"
The intersection of East Victor Road and the trail head can be dangerous. It is located near a curve in the road and visibility can be poor. With a number of new developments in Farmington along the Victor border there has been an increase in traffic wi [sic]

There NEEDS to be a sidewalk connecting Lynaugh to the village. Our neighborhood (Camden Hills) has SO many families and young children that would like to walk to the village and/or school.

**7. None of the following areas currently have sidewalks. Which area needs sidewalks the most? (Please pick one)**

<b>7(a). If you selected "Other," please tell us more below. Otherwise, skip to the next question.</b>
E. Victor Rd. and trail entrances
East Victor Rd. Large number of new residential houses are planned for that area. It's not safe for people to walk the road due to the high speed limit.
East Victor Road and Break of Day Road (both roads need sidewalks)
East Victor Road near the walking trail is hazardous. The road is uneven, cars travel above the speed limit and there are no street lights near the trail
Lynaugh and Camden Hills
Lynaugh road needs a sidewalk to allow safe access to the village
N/A
Would love to see a sidewalk on Lynaugh Rd. Especially for the part of this road that is in the village since the road is narrower and I am a runner who fears being runoff the road by unpleasant drivers.

**8. None of the following areas in Fishers currently have sidewalks. Which area needs sidewalks the most? (Please pick one)**

<b>8(a). If you selected "Other," please tell us more below. Otherwise, skip to the next question.</b>
All Of Them
Phillips Rd trailways to Pinnacle athletic campus.

**9. What are two locations you would like to be able to walk or bike between in Victor where it's currently difficult to do so? (e.g., school to park)?**

9. What are two locations you would like to be able to walk or bike between in Victor where it's currently difficult to do so? (e.g., school to park)?
All along Route 96 from the Victor/Farmington town line to the Village of Victor.
Along 96 between Lynaugh Road intersection with 96 to 332 intersection with 96
along East Victor Rd from Mertenzia Park
Auburn Trail and Route 96 along Route 251.
Auburn trail by new Riedman development on Southgate - rough stone and can't bike or walk easily. Down past Victor hills course
"Auburn trail from Break of Day parking lot to East Victor road - difficult terrain especially for bikes and dogs
Rowley Road from Auburn Trail to intersection with School Street (near the post office)"
auburn trail to high school campus
"Bike to school on a dedicated separate path or sidewalk from Main St.

Walk west of the village to businesses along Rt 96 all the way to Main St Fishers on a sidewalk"
Camden hill drive to rt 96 village sidewalks
Camden Hills neighborhood and Main Street via Lynaugh
Camden hills neighborhood to village of Victor
Camden hills to lynaugh street to 96 round about. Very dangerous, someone is going to get hurt.
Camden hills to main street
Currently, the entire area is wheelchair hostile. All ramps are too steep. Too many lips on the ramps. Shops with steep parking areas and/or a step to enter
"E. Victor Rd to the trailways
Phillips Rd from tails to Pinnacle Athletic Campus"
East Victor and 96 area. Also, you could wait for 5 min or more sometimes trying to turning left off East Victor onto 96. More houses are going up off East Victor and County Rd 41 which will make traffic worse.
East Victor Rd and Boughton Rd
East Victor Road into the Village of Victor
East Victor road to village. Can walk but not bike.
From East Victor Rd. To village of Victor
From Saint Johns Pkwy and Camden Hills to Round-about and village. Access here on lynaugh is currently VERY dangerous as there is not even a shoulder to the road. This would connect over 100 residential homes (many with school age children) to be able to
From the Lynaugh Road area (I currently live on St. Johns Pkwy off Lynaugh) to 96 and into the village.
High street to mall
High street towards 96
Home (Camden Hills) to school (via Lynaugh to Lane Road)
Home to school.
"Home to village
Home to school"
I live in Camden Hills and there is no safe way for me to walk to the town, going down into the traffic circle I have to hug the shoulder of the road or I have to cut through the neighborhood across from us which has sometimes been dangerous with loose do
I'd like to walk from my neighborhood on lynaugh to Main Street where shops/restaurants are
It is currently difficult to walk or bike between Camden Hills/Tuscany Hills and the Village down Lynaugh toward route 96. We would head to the Village much more frequently if going down that Lynaugh hill was safe. It seems like a missed opportunity not t
It is difficult to bike (and walk)on the trail between East Victor Road and the golf course trail head on Break of Day.
lynaugh and 96, maple street south towards boughton hill road
Lynaugh and victor Egypt rd
"Lynaugh Rd. to the village
Lynaugh Rd. to Dryer Road Park"

Lynaugh Road, From Camden Hills neighborhood to Rt. 96. Thank you for the consideration
Lynaugh to the village
Lynaugh to the village, Lynaugh to the park off Lynaugh
Mertensia Park and Victor Village main street
New area behind SouthGate Hills Drive. Gravel is too big.
"New Michigan to East Victor
East Victor to Lynaugh"
none at this time in the Village
Ravenwood golf course to Rt 96
School and Camden Hills
School to any crossing of 96
school, and up 444
Southgate Hills Drive to village
"Stay on bike at trail on east victor rd
Currently need to go onto road and then connect back on trail"
The village from Cork and Modock.
Victor towards Farmington on 96
Village and Trails.
Walkable sidewalk to Victor Schools [paper survey response]

## Open House and Community Survey

---

# Victor Connectivity Plan Draft Recommendations Survey Summary

---

**Prepared By**  
**Highland Planning**  
**August 2022**



## Table of Contents

**01**

Overview

**02**

Survey Responses

**03**

Survey General Comments

---

# Overview

---

# Overview

During the past several years, the Town and Village of Victor have completed several transportation planning projects intended to address traffic safety, circulation, and congestion challenges in the community. The purpose of the project is to advance those previous efforts by identifying connectivity gaps in the Town's transportation network, recommending improvements to the existing streets and intersections, and providing concept-level designs to better connect streets, trails, and sidewalks.

The purpose of the community survey was to obtain feedback on the draft recommendations in the Victor Connectivity Study. The survey was open from July 13 - July 28 and received a total of 40 responses.

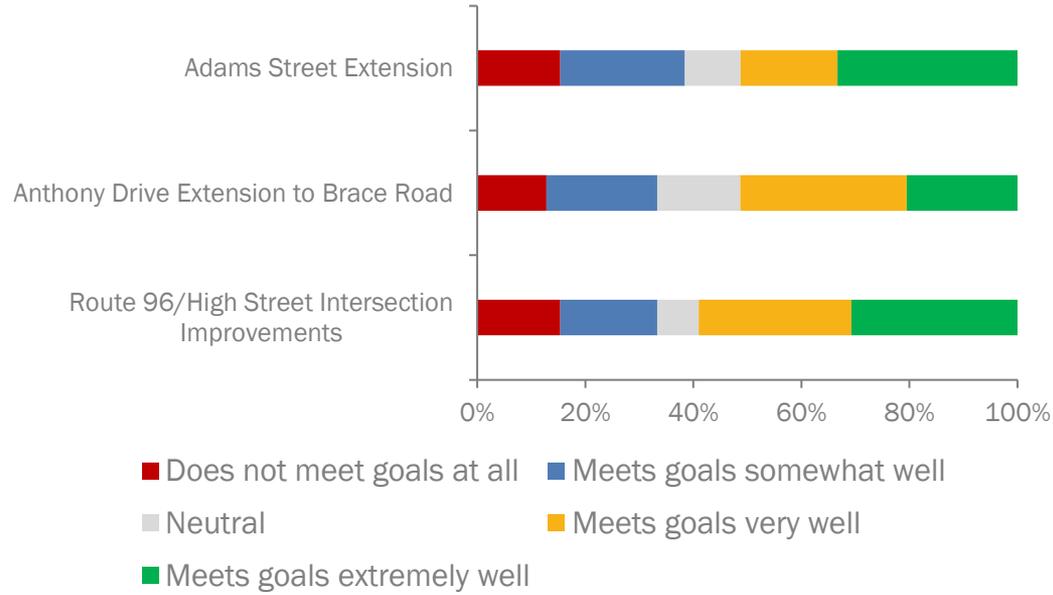


---

# Survey Responses

---

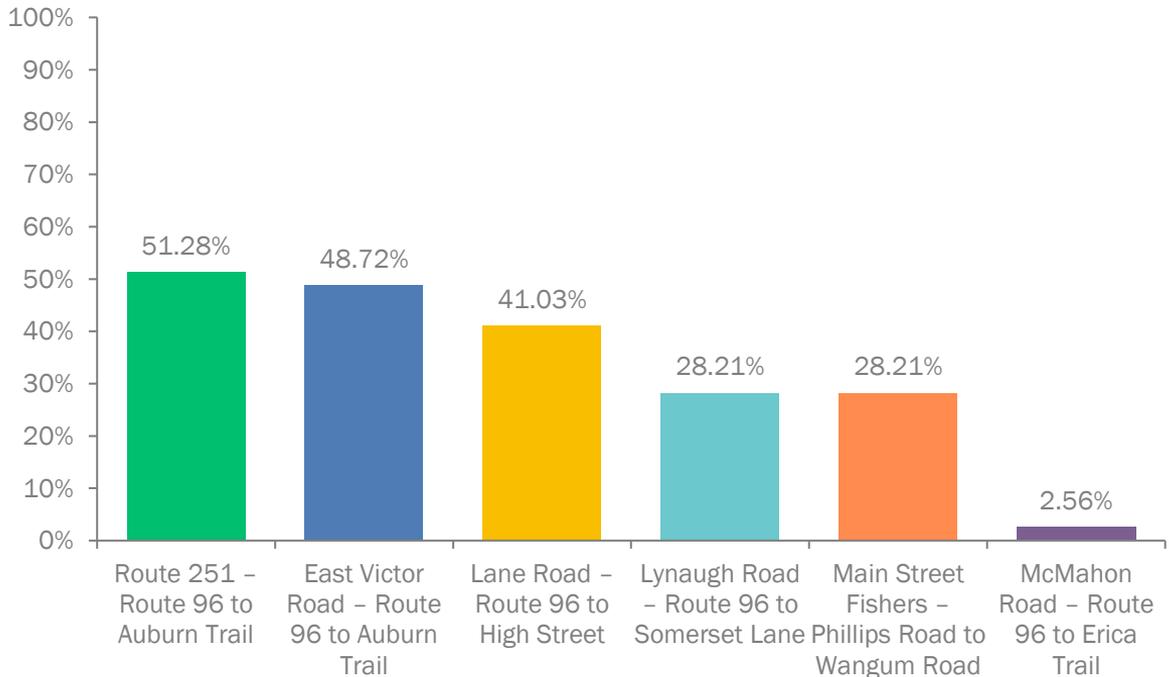
Q1: The goals of this project are to enhance the transportation network for all users, prioritize connections, and promote non-motorized transportation. How well do the following projects meet these goals?



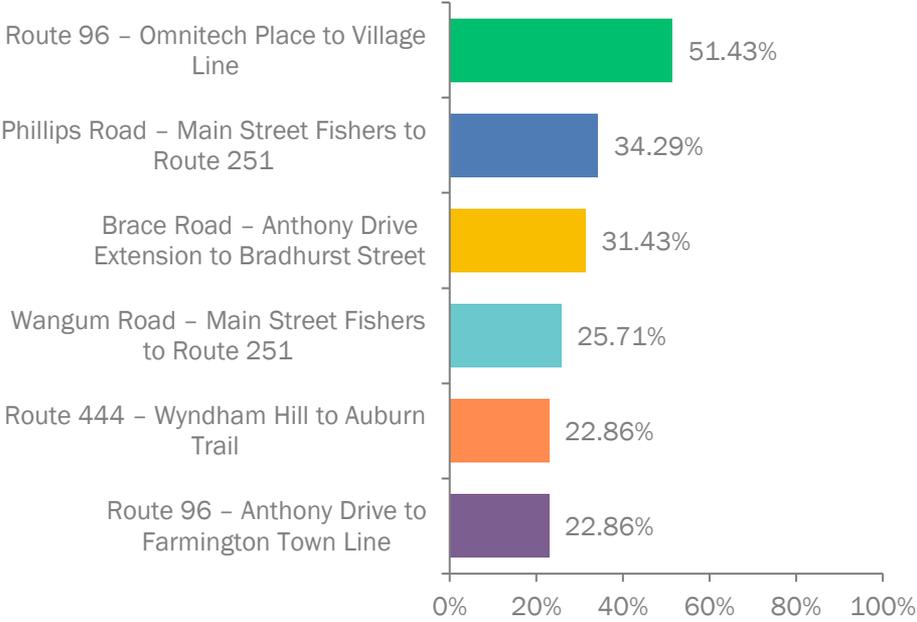
The Adams Street Extension received the highest percentage of responses stating that the project meets the goals “extremely well,” followed by the Route 96/ High Street Improvements and the Anthony Drive extension.

Q2: The following locations have been identified as possible locations of new sidewalk/trail locations. Please select your top TWO priorities.

Results here show that just over half of respondents identified the Route 251- Route 96 to Auburn Trail as their number one priority area regarding new sidewalks and trail locations. This was followed closely by East Victor Road - Route 96 to Auburn Trail at slightly under 49%



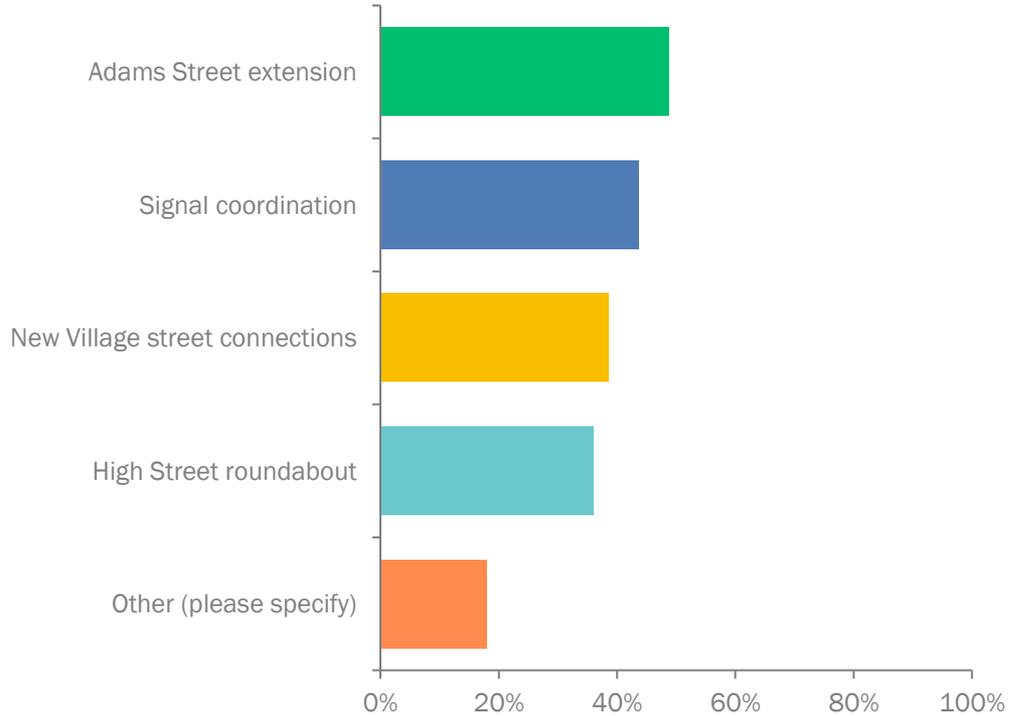
Q3: The following additional locations have been identified as possible locations of new sidewalk/trail locations. Please select your top TWO priorities.



Results here show that just over half of respondents identified the Route 96 – Omnitech Place to Village Line as their number one priority area regarding new sidewalks and trail locations. This was followed by the Phillips Road – Main Street Fishers to Route 251 location at under 35%

# Q4: Which improvements would you like to see in the Village of Victor? Please pick your top TWO priorities.

Around 48% of respondents identified the Adams Street extension as their number one priority for improvements. This was followed closely by signal coordination, with 43% of respondents prioritizing it.



section 02



---

# Open Ended Comments

---

**The Adams Street extension should have recreational and aesthetic value to the residents of the Victor community. It should also be part of an overall revitalization plan for the village (Mead Square).**

**I hope that all new road/sidewalk construction will take into consideration enhanced access to the trails system - an asset in our community.**

**I would like to see sidewalks along high street all the way to 96 at the Beer Project. I would also like to see sidewalks along Gillis Rd and Victor-Egypt road. There are many joggers and walkers along these routes and it needs to happen for safety.**

**PLEASE make this work for our retail businesses. If done well, it should HELP these businesses and create a desire for more to come in. The village needs more non-service based businesses.**

Victor Connectivity Plan  
Draft Recommendations Survey  
Summary of Open-Ended Responses  
August 2022

- Plan is a poor substitute for an actual bypass that would relieve traffic congestion through the village. Plan eliminates the railroad needed by major employer. Mass transit will return and is best provided by electric trolleys/railways as it was 100 years ago. (see presentation in Geneva Public Library a year ago by Ontario County Historian). Not much consideration of needs once EV's are the norm. Looks like a winner for developers in Farmington and those who cater to them. Do we really want a second significant road from the east pumping traffic into the center of the village? No thank you.
- The Adams Street extension should NOT be implemented, especially with the current plan to remove railroad. It would add little value to congestion, and the railroad is IMPORTANT for Victor. Other options to improve intersections like Lane Rd realignment, Willowbrook Rd extension are lower cost, and support routes by drivers currently used north and south of Main St.
- While I like the concept of the Adams St. Ext. it does not seem to be worth the \$. Not sure people would make the effort to use it if they can't be bothered to take the thruway if passing through town. I like the roundabout idea at High St. In many ways Victor is no different than Penfield, Pittsford, Fairport at peak travel times. I enjoyed the meeting and thought the presentation was well done. Not a fan as I don't think most of it is needed or will help.
- The Adams Street extension should have recreational and aesthetic value to the residents of the Victor community. It should also be part of an overall revitalization plan for the village (Mead Square).
- Enough with the studies. apply for federal TIP grant money.
- The Adams Street extension should NOT be implemented, especially with the current plan to remove railroad. It would add little value to congestion, and the railroad is IMPORTANT for Victor. Other options to improve intersections like Lane Rd realignment, Willowbrook Rd extension are lower cost, and support routes by drivers currently used north and south of Main St.
- As a home owner on Maple Ave I think many of these improvements will cause increased traffic on Maple. Maple and Adams could be a problem. I have a hard time getting out of my driveway now. I really do not think phase 3 is necessary at this time. A lot of money not well spent during poor economic times. What happens to the Insulators if the rails are taken up? Rumor is Insulator might close without rail service. If the Insulators closes that would be a great loss of jobs? What jobs would these employees transition to and what happens to that complex?
- Get people to stay downtown. Small business in Victor is dying. There's no reason for visitors to come to downtown Victor. Give them a reason to shop, walk and eat in Victor. The proposal will kill the village of victor by just bypassing the village.
- We have to alleviate some of the 96 congestion at peak times.
- Would love to be able to walk from Main St Fishers down 96 to village

- Hello, I would like to give the planners and steering committee some insight about the railroad aspect of this plan concerning the proposed Adams st extension and why it may be worth it to reconsider that project as it was presented this past Wednesday. From my observations at this meeting, it seems that the railroad is seen only as an obstruction and not as a way to aid the overall goal which is to ease traffic within the project site or at least prevent it from becoming worse. So a little bit about me, I am a "railroad guy". I have had an interest in railroads since I was young and have worked for a railroad contractor, within my college's railroad transportation program and now as a part-time civil engineer for Bergmann within their railroad group. I have also lived in the GRA for most of my life and am very familiar with the local railroads as well as their operations to a degree. While I do not live within the project area, I frequently run/walk on the Lehigh Valley and Auburn trails and typically park at Lehigh Crossing park West of the village and have experienced the backups and congestion that this project will address. Also, anything I say is only a reflection of me, not Bergmann or anyone else. First off, I believe that Adams st extension is a good idea. I don't know if it will reduce congestion on SR 96 to what is desired but it will at least provide an alternative route for locals and a detour for future road maintenance. The plan that was presented calls for the complete removal of the railroad in all three phases. I would like to give a multitude of reasons why this should be reconsidered but first I want to address the concerns and comments about the railroad that were made on Wednesday. The first was that the solution for removing Victor Insulators railroad access in phase three was to transload product from railcar to a truck at a site East of the village. Should this happen, that site would likely be an existing transload facility, primarily used for grain, in Manchester approximately 10 miles away. While transloading is a great economical shipping option for companies located off of a railroad corridor, it is not so much in this case. Replacing direct railroad service to Victor Insulators with transloading would increase transportation costs incurred by the company from the material handling involved and having to pay an additional company to transport product. This would also go against the congestion relief goal that this project is aiming to solve by adding trucks to the already congested Village of Victor. A railroad car, in this case a covered hopper which Victor Insulators receive product in, can typically transport as much product as three or more semi trucks. According to FRA crossing information for Maple Ave, approximately four trains traverse the crossing per week which is likely two loaded and two empty trains. Based on personal observations, Victor Insulators receives two railcars per train although this likely varies. This all amounts to the railroad replacing approximately six semi trucks per week that would otherwise add to the existing congestion problem. Also consider that Victor Insulators is directly involved in supplying the construction of electrical infrastructure which it seems is the direction this country is heading. Should that be the case, business will likely increase which will result in the need for more product to be shipped to the plant. Another comment that was brought up that is applicable to all three phases is the concern of the expense of maintaining the tracks themselves and lifting the track will relieve the railroad of this. The track in question is likely excepted track for phases one and two and class one track for phase three. The maximum speed that is permitted is 10 mph for both types of track and is the current maximum speed according to FRA crossing information for Maple Ave. This means that track maintenance throughout the project

area is likely minimal and should not be a concern. The railroad may also generate revenue from not only Victor Insulators, but from storing cars West of School street which they often do. Rates for this service are \$20 per car per day or \$20 per car foot per year, depending on the contract, as well as handling fees which can be a couple hundred dollars per car according to the tariff document on Finger Lakes Railroad's website. This should cover any track maintenance the railroad does in the area, which is likely no more than changing a few ties per year if any, and result in a net profit as well. A third concern was that the tracks west of school street are not in use due to lack of customers. While this is not necessarily true as I previously mentioned with car storage, this does not mean that it will not be used in the future. Victor is in a great location from a transportation perspective with interstates 490 and 90 intersecting West of the village. This means it is also a strategic location for companies as evidenced from existing businesses in the village and an industrial park in the area of Wangum road west of the village. Victor is also fortunate to be served by a small railroad where industrial development and customer service is the key to success. Having an existing railroad service, especially by a small railroad, also known as a shortline, is a great marketing tool used by industrial development agencies. In Ontario County, this is especially true for companies such as Pactiv in Canandaigua and Guardian Glass in Geneva among others who would likely be located elsewhere had there not been a railroad service. Removing the railroad would eliminate this important marketing tool for Victor and the possibility of an existing business transloading in an area west of the village which could further reduce congestion. The entire reason this railroad corridor exists today is due to Ontario County's ability to recognize this future potential. Back in the 70's, the previous owner, Conrail, was looking to completely abandon railroad service in Ontario County due to lack of business. The county stepped in and purchased the railroad thus continuing service for existing customers as well as acquiring the ability to market to companies searching for a location for a new plant such as Pactiv and Guardian. There are also other items to consider when making this decision. Last year, the county, along with the the towns of Manchester and Farmington and the villages of Manchester, Farmington and Clifton Springs released a GEIS concerning a plan to increase railroad served businesses within these towns and villages. While Victor may not have been involved, it shows that Ontario County is very rail oriented and any effort to remove the railroad would go against this plan. Another item to be aware of is federal involvement concerning the abandonment of railroad service. When a railroad is to be abandoned in the US, the railroad must petition the Surface Transportation Board to do this. The process is not as simple as buying the property and lifting the rails. The board will look at existing rail operations as well as if there are any customers that will be affected and will either grant the railroads request or tell the railroad that they must continue to operate. The corridor through Victor is owned by a public entity (Ontario County) and may be exempt to this process but I cannot say for certain. In any case, limiting the number of parties involved in this project would be ideal, especially if that party is the federal government. A plan to remove a railroad and replace it with a road may, be also be a hindrance when applying for grants to fund this project. So now what do I think should happen to make everyone happy? Well according to the presentation and Ontario County's GIS property mapper, there is enough room to keep the railroad intact while also adding a

two lane road, a multi use trail and keeping the wetland impact, if any, to what was shown on the presented typical section. Referencing the typical section from left to right or what I assume to be South to North, the first dimensioned component is a 10' multi use trail. This is where the railroad should remain. Ten feet is typically how wide a single track is considering tie length and ballast. Every dimensioned component up to the sidewalk can and should remain and will fit fine. The proposed sidewalk should instead be a ten foot wide multi use trail and can fit according to the scale of the typical section. There should remain an approximately 5' wide grass barrier between the edge of the trail and the property line (assuming there is a 10' grass barrier between the sidewalk and property line in the current typical section) or you could increase this by decreasing the grass barrier between the trail and bike lane. In any case a multipurpose trail is favorable over a sidewalk in this location as there are already existing sidewalks on SR96. This multipurpose trail could also be considered an extension of the Lehigh Valley trail west of the village and the location of this trail to the North of the road as opposed to the South would enable businesses along this corridor, such as Mac's Philly Steaks and Six50, to be more accommodating to bikers and in turn be perceived as a more attractive destination for bikers. Also, shouldn't any money to be spent on a sidewalk go to one of the other proposed sidewalk connections first? If nothing else when making your decision, please consider the public benefit that the railroad provides from reducing the trucks in the village and the resulting road wear to the industrial marketability of the town and village to even the current annual santa train rides around Christmas time. All of which disappears should the current proposed road, that may or may not ease congestion, be built. The plan that I proposed is one that is truly multimodal, accommodating railroad traffic, vehicular traffic, pedestrian and bicycle traffic. It is also one that may be more competitive when applying for grants as it purely adds, not subtracts. If you have any questions or would like a rough CAD drawing as a visual to what I am proposing, please reach out at the email I provided. Thank you

- PLEASE make this work for our retail businesses. If done well, it should HELP these businesses and create a desire for more to come in. The village needs more non-service based businesses.
- None of the suggested extensions meet the goal to 'promote non-motorized transportation.' Based on what I heard at the meeting, the environmental impact statement won't be ready until the end of August. Making decisions on this plan in September is too soon. There should be time for residents to see the plan, and meetings to discuss it, in relation to the Connect Victor project. I agree with most sidewalk additions for safety purposes but I don't feel the town needs more walking/hiking/biking trails.
- The roundabout at the end of high street with 96 seems like a terrible idea. The design in the slides looked dangerous with homes having driveways into the roundabout. What a disastrous idea!
- I moved to Fishers 35 years ago and this has been proposed and hashed over and over and over. It is a waste of taxpayer money for these proposals. The entire project is too costly.
- The plan for a separate 10 foot wide multi-use path is the best solution for pedestrian & bicyclist travelers. Especially if it is designed with trees, benches, etc. I

bike & walk a lot but don't want to do either on the sidewalks along Rt 96 between School St & The Hoffends Plaza but would like to be able to get the businesses & Route 251 & the the Auburn Trail via this new pathway. It would be safe enough for young children to use & if it had a park like setting pedestrians would be encouraged to walk to local businesses or enjoy the wetlands to the south. I don't think adding streets south of the school, connecting with Dryer Ave would be much benefit to traffic congestion since the traffic would be going to Rt 96 and have to turn onto 96. A roundabout at Lane & Lynaugh would allow buses to go that way instead of onto 96.

- I don't think the Adams Street extension will improve traffic on route 96 at all. Also, the intersections of the "new" Adams St. with School and Maple will cause more problems than it will solve. My priority changes are improvements to the intersections of 96 and High Street, 96 and Church, & 251/96/Lane. And I urge you to pay continued attention to signal coordination. If the railroad cannot be maintained, turning it into a trail would be good.
- The Adams Street extension would probably do the most to help with traffic congestion and actually help businesses in the corridor by making it easier to get in/out. The Railside Market, for example, was not helped by the traffic situation and IMHO would have had much more success if the Adams Street extension had been in place.
- Finding this survey on the Town website was very difficult. One has a feeling you don't want people to find it. Besides that, there is a very tight timeline for the collection of residents responses. Again, as if you don't really want them.
- Keep the Rail Tracks from School to Maple and Drop Adams St Extension Phase 3. Get the State to require FLRR to improve and maintain the track for FORR Passenger Excursions and the use by Victor Insulator. Adams St Ext Phase 1 has the MOST Impact, getting 96 traffic faster to School St and Maple Ave to go South. Go for it. Save money and drop Phase 2. Fix Lane Rd alignment and High St circle are OK. However, a Traffic Study is needed FIRST to find out where the drivers are coming from and going to. AND how much EXTRA time is actually needed to drive the worst backup of traffic. AND how many of the cars in the worst traffic are driving thru on 96 and could have taken the Thruway. Use License Plate recording cameras, like those on State Trooper cars or those that were at the Thruway Toll Booths, at Thirsty Turtle, down 251, up Lane Rd, up High St, down School St, down Maple Ave and east of Church St on 96. Compare this Data to map the Traffic Volume and Timing. This should have been done before the design, yet should be done now.
- I hope that all new road/sidewalk construction will take into consideration enhanced access to the trails system - an asset in our community.
- I would like to see sidewalks along high street all the way to 96 at the Beer Project. I would also like to see sidewalks along Gillis Rd and Victor-Egypt road. There are many joggers and walkers along these routes and it needs to happen for safety.
- Who will maintain the new sidewalks that are outside of the village in the winter? Currently the town of Victor does not plow sidewalks. That drastically decreases pedestrian access and safety. Crosswalks will need better markings - cars currently don't stop for pedestrians in crosswalks even at intersections with signals.
- Several of the recommendations in the current plan were recommended in prior plans and remain unaddressed. Any reason to expect greater implementation/action

taken regard recommendations coming out of the current plan? Is there sufficient funding and/or political will to take action on this plan's recommendations? Seems like a high priority has been to develop a road parallel to rt. 96. What obstacles (e.g. - obtaining right of ways) might need to be addressed in order for this plan to be implemented? Am disappointed in that I'm not seeing, aside from bike lanes to be included in the design of the Adam's St. Ext. and some new trail segments, any provisions for cycling related infrastructure improvements such as bike lanes, "Bikes In Lane" signage, etc. on existing arterials and collector roads.

**Tim Hannan**  
**NYS Route 96**

The concepts and goals are very good plan-wise. What ever the choices are made to improve this state route will be good and well-thought out. However, driver behavior will determine how successful these improvements will be in the future. It will be probably be unlikely that this behavior will improve much in the long term. The sidewalk/trails concepts are very good.

### Monroe County (FYI)

1. Town of Perinton to Town of Victor/Ontario County Border (FYI)
  - a. The Town of Perinton has started the approval for an apartment complex just adjacent to (east of Woodcliff Office/Residential Development but before NYS Rt. 250/Rt.96).
  - b. Possibility of driveway access from Rt 96 (westbound lanes).

### Victor/Ontario Border to NYS Thruway (I-90)/Rt. 96 Overpass (start of project area) (FYI)

1. Speed limit needs to be permanently lowered to 40 mph due to poor driver behavior and judgment (speeding, tailgating, MVAs, distracted driving, etc.).
2. Sidewalks are need on both sides of the divided highway.
3. There will be residential development going on in the High Street and Valentine Road neighborhood in the future that could impact traffic flow in the area.
4. I-490/ NYS Route 96 off ramp (eastbound)- this ramp is very dangerous due to its outdated design and the “Indy 500” speeders exiting the expressway. They are constantly cutting off the Rt 96 eastbound drivers instead of merging behind them. This is further complicated by drivers trying to make a left hand or right hand turn on to Route 96 from ?Road (1/4-1/2 mile to the east of the ramp). A traffic signal is permanently needed there. Is an intersection redesign needed?
5. The I-490 eastbound off ramp needs to be redesigned to where the ramp is realigned (straightened out) to meet the Rt 96 at a right angle. This new alignment should have appropriate turn lanes and a traffics signal that is synchronized with the others in the area. This new off ramp should intersect the RT 96 left turn lane (for I-490 to the NYS Thruway Exit 45).

### NYS Thruway (I-90)/Rt. 96 Overpass to Main Street/Rowley Road Intersection+ The Area

1. Speed limit needs to be permanently lowered to 35-40 mph due to poor driver behavior and judgment (speeding, tailgating, MVAs, distracted driving, etc.) particularly approaching the traffic signal as well as turning onto the street from any direction. Not the Chili’s/old Dennys/hotel driveways.
2. On the Rowley Road side of the intersection, sidewalks are needed on both sides of the road all the way to Rt 96
3. On the Main Street side of the intersection, sidewalks are needed on both sides of the road, all the way to Wangum Road.
4. At the Phillips Road/ Main Street intersection, there should be 2 right hand turn lanes (Main Street south to Philips Rd: and Phillips Road north to Main Street east).
5. There should be side walks and bike paths on both sides of Phillips Road to NYS Road 251 due to the “Indy 500” drivers and their near misses of hitting bicyclists and pedestrians. A 5 mph decrease in speed limit on this road may help.
6. At Wangum Road/ Main Street intersection there should be a traffic light. Too many cars do rolling stps and blow the intersection nearly causing MVA. There should be a left turn on Main Street going southbound on Wangum Road and a right turn lane turn onto Main Street eastbound. The traffic light should have a emergency control switch for the fire station when

they leave the facility to go on an emergency call. Have many near misses by both car and fire truck over the years during the day time.

7. There should be side walks on both sides of Wangum Road to NYS Rt 251.
8. At Wangum Road/NYS 251 and Phillips Road/ NYS Rt 251 intersections need traffic signals and appropriate turning lanes.
9. From Wangum Road until NYS Rt 96, there should be sidewalks on both sides on NYS Rt 251. A decrease in 5 mph with the speed limit may be necessary due to bicyclists and pedestrians.
10. The trail plan in this area should proceed in this area as planned.

#### NYS Rt 96 to Omnitech “street”

1. Keep the current NYS Rt 96 road width as is. There will hopefully be a collector driveway system on both side of the road for the area businesses as well as some drivewaymergers and/or deletions. There too many near-MVA as cars pull out in from of other cars on the south side of the road.
  2. The speed limit should be decreased to 40 mph- to many “Indy 500” speeders and tail gaters.
  3. There should be a new intersection with the appropriate turning lanes at Omnitech and the proposed Willowbrook Extension intersection.
  4. Going north from this intersection, there will be appropriate driveway tie ins to this road as well as an improved intersection at Willowbrook and Rowley Road with appropriate traffic control and side walks.
  5. **Going north on Willowbrook to the NYS Thruway (I-90) underpass, driving with care is essential. This is the most dangerous place in the Rt 96 corridor. The single lane underpass is very dangerous due to line of sight issues and now an outdated design. There have been minor fenders in that underpass as well as vehicles backing up in there due to inconsiderate drivers from the opposing direction.**
    6. **A new double lane underpass is needed to be built and it will depend on the NYSDOT priorities.**
    7. **The NYS Thruway (I-90) Exit 45 Eastbound on ramp is very dangerous to the eastbound traffic and those vehicles trying to merge on tho the Thruway. There was a bus MVA several years ago on the ramp and the bus crashed through the guard rail. There were some fatalities and injuries due to bus operator errors. The bus landed on Wilowbrook and it created some issues with first responders.**
    8. **With the recent elimination of the NYS Thruway toll booths (including Exit 45), it has created some problems in entering and exiting the Thruway. FYI, The “Indy 500” drivers make it hard for other drivers to merge on to eastbound lanes as well as exiting it from both directions (trying to get to the Rt 96 off ramp).**

#### NYS Rt 96 (Omnitech) to NYS RT 251

1. Keep the current three lane road as is.
2. Not sure what to do with sidewalks in this area due to the hill.
3. There will be access issues to the businesses in the area depending on what option is chosen.
4. Move the speed to 40 mph in the area.

#### NYS Rt 96/NYS Rt 251 Interesection

1. Realign Lane Road into this intersection with the appropriate turning lanes and improving the traffic signal.

2. **In my opinion, this is the second most dangerous place in the corridor due to driver behavior.** The NYS and Ontario County traffic statistics probably will not support this opinion. In addition to being an accident victim (being rear-ended) 13 months ago, I have seen other accidents/near accidents at this intersection for the past 60+ years. "History has a way of repeating itself."
3. Speed limit in this area should be 40 mph or lower.
4. There should be side walks on both sides of the road and a trail connection.
5. At High Street/ Lane Road Intersection, keep the stop signs or add a traffic signal.

**NYS Rt 96/ NYS Rt 251 Intersection to Village of Victor Border (western)**

1. Keep the current road (three lane) as is.
2. Lower the speed limit to 30 mph (if possible).
3. Add sidewalks to both sides of the road (if not present).

**NYS Rt 96 (Village Border/West Main Street to Village Border/ East Main Street/ Roundabout/ Plaster Mill Road/ RR Bridge)**

1. Keep the current street intact without changing too much.
2. Speed limit should be 25-30mph.
3. Adjust traffic signals according to traffic flow (if possible).
4. Do not change any of the intersections in the village.
5. Add a traffic light at Church Street/ Main Street intersection.
6. There are line of sight issues with parked cars on Main Street.
7. Like the idea of extending a parallel street (north of Main Street) to the VCS campus for the buses. The buses can travel to Main Street (via the Maple Avenue/ Main Street intersection).
8. No roundabout at Church Street/Lynaugh Road intersection. Have a regular traffic signal at this intersection with the appropriate turning lanes. Please consider the VCS buses making turns towards VCS School campus and the bus garage. Remember cars will tailgate the bus when they are in the circle. Lower the speed limit to 40 mph outside the village line.

**NYS RT 96 (RR Bridge) to Town of Victor/ Town O Farmington Border**

1. Lower the speed to 40 mph.
2. Keep the current road structure to three lane to the border.
3. Eliminate Rt 96/Brace Road intersection (too dangerous).
4. Terminate Brace Road and turn it into a cul-de-sac at the bottom of the RR Bridge.
5. Have all neighbor traffic for Brace Road enter through Anthony Drive extension (traffic signal at Rt 96? Anthony Drive).
6. Have sidewalks on both side of the road to the border.
7. East Victor Road/Rt 96 intersection to the Phoenix Mills Plaza entrance is a complicated issue due to area businesses and residences so closed to the Rt 96 road. Not sure how to comment here. Umber of traffic lights?

**SUMMARY**

1. All the concept and feasibility studies have been well done in the past (including the current ones). This includes the priorities and goals as well. I generally support the project.
2. My major concern is the corridor's users and their safety. It always has been as well as it being stated in the studies.

- 3. The corridor users who inappropriately behave through their driving, bicycling, and pedestrian behavior do a disservice to this community with their selfishness and being in a hurry. When something (MVAs) happened, most of the time they are not held accountable to the community. I will leave it at that.**
- 4. Whatever options are chosen by the community, I will continue to avoid all the construction areas and the problem areas. This means I will take an alternative route that I believe will be safe most of the time in this community.**
- 5. However the biggest that this community faces is inappropriate driver behavior which has always been a problem and will continue to do after this project is completed.**

July 27, 2022

Victor Street Access and Connectivity Plan Project Team  
85 E. Main Street  
Victor, NY 14564

Re: Public Comments to the July 13, 2022 “Open House” Information Session  
Regarding the Victor Street Access and Connectivity Plan

Dear Victor Street Access and Connectivity Plan Project Team,

This letter is to provide public comment and formally object to the Victor Street Access and Connectivity Plan to redevelop Route 96 within the Town and Village of Victor, insofar as such plans contemplate the removal of railways that service Victor Insulators, Inc. (“Victor Insulators”). Victor Insulators objects to any potential abandonment or discontinuance of rail lines in Victor, New York, as Victor Insulators depends on these lines for its business operations.

Victor Insulators, a locally owned company, was founded in 1893 in Victor, New York and has been doing business in Victor ever since. Victor Insulators currently employs over 60 people, nearly all of whom are area residents, and would have the capacity to employ nearly triple that number if employees were currently available for hire. Significantly, Victor Insulators is the last United States-owned (and one of the last two United States-based) wet-process porcelain electric insulator manufacturer and produces the broadest array of insulator types. The insulators manufactured by Victor Insulators are a critical component to insulating high voltage electrical power (the electrical grid) throughout the United States. Victor Insulators provides critical products to utilities, public transit systems, the U.S. military, and other equipment manufacturers across the United States. Many of Victor Insulators’ customers rely on it as their only domestic source for their unique insulator needs.

An essential component of Victor Insulators’ business is the use of rail service for supply deliveries. In particular, Victor Insulators relies on these rail lines to deliver key ingredients for its manufacture of high voltage porcelain insulators. If the railways servicing Victor Insulators are removed, deliveries of these materials would have to be made over roads, which will greatly increase costs to Victor Insulators and put it at a great economic disadvantage to its competitors. Thus, the contemplated removal of the railway along Adams Street would create a significant economic hardship for the company that could ultimately require its closure. Furthermore, deliveries made via road in the absence of rail service, while not only costly, would generate additional traffic on the already congested Village and Town roads.

Additionally, removal of the railways in Victor was discussed during the “Open House” information session for the Victor Street Access and Connectivity Plan held by the Village and Town of Victor on July 13, 2022. Statements were made during the information session that some are under the impression that the Finger Lakes Railroad (“FGLK”) is providing an adequate alternative method of service to Victor Insulators. This alternative method, which



# Victor Insulators, Inc.

*Makers of High Voltage Porcelain Insulators*

July 27, 2022

Page 2

includes necessary materials being loaded onto trucks in Seneca falls, New York and driven to Victor Insulators' facility, is insufficient. Given the delicate nature of the materials being transported, the transloading service being offered by FGLK creates a high risk of cross-contamination of the transported materials. Moreover, half of the recent deliveries using this method have taken near to a month to deliver materials to Victor Insulators' facility, further demonstrating that this alternative service is both unfeasible and unreliable, which ultimately threatens the continued existence of Victor Insulators in the community.

Finally, any actions taken to abandon or discontinue rail service requires the approval of the Federal Surface Transportation Board. Because such approval has not been obtained, the Village and Town cannot undertake any plans that include removal of the railways.

Rail service is imperative to the continued business of Victor Insulators. Discontinued rail service in Victor, New York will likely lead to the closure of Victor Insulators, a local business that is a value both to our community and the country. I hope that you consider these objections in finalizing the Victor Street Access and Connectivity Plan.

Very truly yours,

Ira Knickerbocker, CEO  
Victor Insulators, Inc.

Cc: Town Board of the Town of Victor

4. Which improvements would you like to see in the **Village of Victor**? Please pick your **top TWO** priorities.

- Adams Street extension
- High Street roundabout
- New Village street connections
- Signal coordination
- Other (please specify)

5. Do you have any comments you would like to share about the Connect Victor project and the draft Street Network Plan? If so, please share below.

The traffic light coordination is the easiest and cheapest project that could be done immediately and have the greatest positive impact. We've been talking about this for 30+ years. (i)

6. Please tell us a little bit about you.

Name

Nicholas Cretakos

City/Town

Victor

Email Address

Ncretakos@AOL.COM

**Victor Connectivity and Access Plan**  
**Summary of Open-Ended Responses Received as part of the Draft Recommendations Survey**  
**September 20, 2022**

Note: This document is a general representation of substantive comments received as part of the Draft Recommendations Survey. Duplicate comments are not repeated.

1. **Comment:** The railroad should remain in place.  
**Response:** Based on information received from Ontario County and Finger Lakes Railway, the rail line in Victor is currently out of service because Finger Lakes Railway has determined it is no longer feasible to maintain from a business perspective. The County will work with the municipalities and Finger Lakes Railway to implement recommendations that are mutually supported while preserving the integrity of the right-of-way for present and future transportation uses.
2. **Comment:** Adams Street Extension should have recreational and aesthetic value to the community.  
**Response:** Adams Street Extension is envisioned as a "complete street" with pedestrian and bicycle facilities, traffic calming features, and aesthetically pleasing landscaping and streetscape amenities. The conceptual plan has been revised to include trailheads / pocket parks at each end of Adams Street Extension and a connection to the Auburn Trail near the Village line.
3. **Comment:** The area has been studied enough; apply for grant money.  
**Response:** The Town of Victor is advancing a Feasibility Study of the Adams Street Extension and intends to apply for grant money. Additional project funding requests may be submitted following the outcome of this Victor Connectivity Study.
4. **Comment:** Concern about additional traffic on Maple Ave.  
**Response:** The project is not expected to divert additional traffic to Maple Avenue. The Adams Street Extension would provide traffic another route to reach Maple Avenue, but would not generate new traffic itself, nor result in significant changes to overall Village travel patterns.
5. **Comment:** Adams Street Extension will kill the village from traffic bypassing it.  
**Response:** Adams Street Extension is not intended to be a bypass. It would be designed as a low speed, "complete street" corridor with traffic calming features and pedestrian & bicycle facilities. It would also allow for new or improved access to properties along the south side of Route 96. It is intended to relieve congestion on Main Street that discourages vehicle stops as it becomes so difficult to reenter Main Street.
6. **Comment:** Adams Street Extension Phase 3 is not necessary at this time.  
**Response:** Phase 3 has been revised to include only a multi-use trail between Maple Avenue and Route 96 opposite Lynaugh Road; the roadway has been eliminated from the plan.
7. **Comment:** None of the suggested extensions meet the goal to promote non-motorized transportation.  
**Response:** The proposed sidewalk and trail connections will improve access to community destinations for non-motorized users. New road connections would also include pedestrian and bicycle facilities.
8. **Comment:** A roundabout at High Street & Route 96 is a bad idea.  
**Response:** A roundabout is a conceptual solution that could be analyzed further to assess positive and negative impacts. While it is believed that a roundabout could improve traffic operation and safety at the Route 96 & High Street intersection, it is acknowledged that there could be property and access-related impacts. Generally, roundabouts result in less severe crashes than four-way

intersections and increase traffic capacity compared to a four-way intersection with a traffic signal. There is, admittedly, a learning curve for local drivers as they learn to navigate a roundabout.

9. **Comment:** The recommendations are too costly.  
**Response:** Many of the identified recommendations could be funded in large part through federal and state grant programs.
10. **Comment:** Separated 10 ft multi-use path is the best solution for pedestrians & bicyclists.  
**Response:** Comment acknowledged. A separated multi-use path is proposed along the Adams Street Extension and is recommended elsewhere where feasible.
11. **Comment:** Traffic studies are needed to determine where cars are coming from and going to, and how many could have taken the Thruway.  
**Response:** An origin-destination study completed by GTC in 1998 was reviewed. Relevant findings include the following:
  - o Approximately 67% of vehicles exiting from I-490 eastbound to Route 96 southbound do not directly enter the Village of Victor. Over 800 vehicles turn off of Route 96 between I-490 and the Village Line.
  - o Approximately 10% (80 vehicles) of eastbound traffic exiting I-490 to Route 96 pass straight through the Village of Victor and could potentially use the I-90 Thruway to reach points east and south of Victor.
  - o Approximately 6% (50 vehicles) stop temporarily in the Village of Victor and then continue on eastbound.
  - o A travel time study analyzing the path between the I-490 / I-90 / Route 96 interchange and Route 332 / Route 96 in Farmington found that using the Thruway is approximately 5 minutes faster than using Route 96 (8 minutes compared to 13 minutes).
  - o It is frequently assumed that traffic traveling through Victor during the PM peak hour is mostly commuter traffic heading from work to home; however, the study found that many other trip purposes take place during this time. A number of cars from Monroe County towns were observed traveling east through Victor during the study period.This information has been added to the Victor Connectivity and Access Plan Draft Report.
12. **Comment:** New road & sidewalk construction should enhance access to the trail system.  
**Response:** Providing access to the trail system has been a major consideration in developing the various plan recommendations and new sidewalk / trail segments.
13. **Comment:** Install sidewalks along High Street to Route 96 (Eastview), and along Gillis Road and Victor-Egypt Road.  
**Response:** Installation of sidewalks along High Street was considered during a recent rehabilitation project and was determined to be not feasible in most areas due to grades, open ditches, and property impacts. Gillis Road and Victor-Egypt Road are not within the study area of the Victor Connectivity and Access Plan but could be considered for future Town of Victor sidewalk projects.
14. **Comment:** Who will maintain new sidewalks outside of the Village?  
**Response:** The Town of Victor would be responsible for maintenance of sidewalks outside of the Village.
15. **Comment:** What obstacles need to be addressed for Adams Street Extension?  
**Response:** The Town of Victor is currently advancing a Feasibility Study for Adams Street Extension (School Street to Route 251) to study engineering aspects such as right-of-way, environmental and property impacts in greater detail. The study is expected to be completed in the fall of 2022. Formal approval by the Federal Surface Transportation Board for the abandonment of the Freight Rail is another obstacle that needs to be overcome.

16. **Comment:** Would like to see more recommendations for cycling infrastructure on existing roads.  
**Response:** The Draft Plan will include general recommendations for improving cycling infrastructure such as bike lanes, pavement markings, and signage.
  
17. **Comment:** Speed limits should be lowered throughout the project area.  
**Response:** The New York State Department of Transportation (NYSDOT) generally sets speed limits. While the Town or Village of Victor could petition the NYSDOT to conduct a speed study to lower speed limits, a reduction in speed limits will reduce the traffic carrying capacity of the road leading to additional congestion and delays. This and other studies are attempts to identify and study alternatives that preserve or improve the carrying capacity of the roads and increase vehicular, pedestrian, and bicycle safety at the same time.

# Stakeholder Meeting Minutes

## **VICTOR STREET CONNECTIVITY AND ACCESS PLAN KICK OFF MEETING MINUTES**

Location: Victor Town Hall

Date: September 14, 2021

Time: 4:00 PM

Attendees: See sign in sheet

### **AGENDA AND DISCUSSION ITEMS**

A kick off and coordination meeting was held for the Victor Study. Topics of discussion were as follows:

#### 1. Welcome & Introductions

- Introduced project team members and roles.
- LaBella will prepare and distribute meeting minutes.
- Steering Committee will provide oversight and study direction.
- Organizational points of contact:
  - Town of Victor - Kathy Rayburn
  - GTC - Joe Bovenzi
  - LaBella Associates - Lorenzo Rotoli (cc Tom Miller)
  - Highland Planning - Susan Charland
  - Ontario County Planning Department - Tom Harvey
  - Town of Victor Parks - Adam Reitz
  - Village of Victor - Gary Hadden
  - NYSDOT - Paul Spitzer (cc Lora Leon)
  - Victor Hiking Trails - Scott Reinhart
- Study Goal - Improve mobility, safety and access; enhance the transportation network and connectivity; promote active transportation; prioritize and recommend road projects; and implementation and positioning for grants.
- Project area is along the Route 96 corridor.

#### 2. Scope Overview & Schedule

- Project scope has a September, 2021 start and an August 2022 completion.
- Identified dates for major task items, Steering Committee and Public meetings.

#### 3. Inventory

- Use the Victor Access Management Plan as the benchmark for inventory data; it has most current data and incorporates all previous studies.
- LaBella will review available record plans, previous studies, current projects, planned projects, and anecdotal information.
- LaBella requested any new plans or studies be provided by the Steering Committee members.



- LaBella has a line item for new traffic counts, if required.
  - Technical Memo #1 (Inventory) is scheduled for the end of October.
4. Key Considerations
- Improve and enhance network for all users
  - Build from Victor Access Management Plan recommendations
  - Provide a street network master plan with concept level plans and costs.
  - Provide for multi-modal usage (pedestrians and bicyclists).
  - Provided initial conceptual roadway plan and three potential sections for the new local road on the railroad.
  - Provided active transportation techniques and samples.
5. Public Engagement
- Outlined public engagement plan that will have early engagement, clear messaging, capture community concerns, identify opportunities, and provide a transparent & inclusive process.
  - Engagement plan goal is to discover issues early, manage public opposition, mitigate risks, and create a durable decision.
  - There will be two rounds of public engagement:
    - Round #1 - Identify stakeholder issues, goals and objectives.
    - Round #2 - Use feedback for draft recommendations to develop alternatives and make decisions.
  - Engagement can be virtual or in-person dependent on the most current COVID protocols.
  - A draft Engagement Plan will be distributed to the Steering Committee for review.
  - Consultant team requested the Steering Committee provide names of key stakeholders for early engagement.
  - Public Meeting #1 is scheduled for mid-December.
6. Needs
- LaBella will identify initial a needs assessment based on inventory and Steering Committee feedback. The needs assessment will include:
    - Initiate assessment of physical, operational, and safety conditions.
    - Identify gaps and limitations.
    - Identify needs and opportunities.
    - Gather business and public input.
  - Technical Memo #2 (Needs) is scheduled for the end of January, 2022.
7. Draft Alternative Development
- Circulation, access, and connectivity will be the key drivers to develop alternatives.
  - Initial roadway connection areas identified in the Victor Access Management Plan that will be progressed include:
    - New local road on existing railroad corridor.
    - Anthony/Brace road realignment.
  - Develop project profile sheets for identified alternatives that include descriptions, costs, funding options, and permit requirements.
8. Draft & Final Report
- Compile Technical Memos to prepare a draft report.
  - Identify implementation plans.
  - Prioritize alternatives.



- Identify funding sources.
- Prepare an executive summary.

#### 9. Other

- Preferred future Steering Committee meetings will be held on Tuesdays at 4:00 PM.
- Victor Hiking Trails is developing a master plan; available plan information will be forwarded to LaBella to integrate into the Victor Connectivity Plan.
- LaBella to provide a 1-page project narrative for public distribution.
- Ontario County will provide LaBella with their most current GIS files for use in the project.
- Request Steering Committee participation form the School District; start with the Superintendent.
- Consider development of a “Brand & Title” to help promote the project.
- New local road alignment in the Victor Access Management Plan concept may need to be altered to account for the Auburn Creek development which is very close to the railroad tracks. Additionally, the western terminus of the new local road may need to be realigned due to proximity of Route 251 with Route 96.
- Ontario County will provide Route 332 access study materials to integrate into the project’s eastern terminus.
- Identified two bike groups (Rochester Bicycling Club and Genesee Regional Off-road Cyclists) which should be included for public engagement.
- Add Bill Wright from Ontario County to the Steering Committee.
- Next steps:
  - Steering Committee to provide new studies and/or projects.
  - Submit draft Engagement Plan
  - Initiate inventory task

#### 10. Action Items

- See action item table.

If there are any errors or significant omissions, please contact me at (585) 402-7041 or [Lrotoli@labellapc.com](mailto:Lrotoli@labellapc.com). Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

**LaBella Associates, D.P.C.**

Lorenzo Rotoli  
Senior Project Manager



<b>NEW ACTION ITEMS</b>	<b>TASK OWNER(S)</b>	<b>DEADLINE</b>	<b>STATUS</b>
1. Provide recent project plans, studies, and developments to include in the Connectivity Study	Steering Committee	9/23/21	Initiate
2. Draft engagement plan	LaBella/Highland	9/30/21	Initiate
3. Identify key stakeholders to include in early engagement	Steering Committee	9/23/21	Initiate
4. Provide pedestrian & bicycle master plan	Victor Hiking Trails	9/23/21	Initiate
5. Provide 1-page project narrative for public distribution	LaBella/Highland	9/23/21	Initiate
6. Ontario County GIS files to LaBella	Ontario County	9/23/21	Initiate
7. Ask Victor Central School District's Superintendent for a representative on Steering Committee	Town of Victor	9/23/21	Initiate
8. Ask Bill Wright to join Steering Committee	Town of Victor	9/23/21	Initiate
9. Technical Memo #1 (Inventory)	LaBella	10/29/21	Initiate

<b>OLD ACTION ITEMS</b>	<b>TASK OWNER(S)</b>	<b>DEADLINE</b>	<b>STATUS</b>

## **VICTOR STREET CONNECTIVITY AND ACCESS PLAN STEERING COMMITTEE #2 MEETING MINUTES**

Location: Victor Town Hall

Date: November 16, 2021

Time: 4:00 PM

Attendees: See sign in sheet

### **AGENDA AND DISCUSSION ITEMS**

Steering Committee meeting #2 was held for the Victor Street Connectivity and Access Study. Topics of discussion were as follows:

#### **1. Welcome & Introductions**

- Introduced a new team member Christopher Dunne of Highland Planning.

#### **2. Project Background**

- Noted major project tasks, Steering Committee and Public Meetings, and schedule with an August 2022 completion.
- Technical Memo #1 - Inventory was first major task completed.
- Initiated Public Engagement Round #1.
- Restated project goals:
  - Enhance the transportation network and connectivity
  - Prioritize links between key transportation assets and destinations
  - Promote active transportation & multi-modal system
- Reviewed previous planning studies to align and incorporate findings.
- Summarized the project decision statement for purpose, outcomes, and schedule.

#### **3. Inventory**

- LaBella provided a summary of Technical Memo #1 for Inventory that was submitted on November 10<sup>th</sup>. Highlights include:
  - Reviewed various plans and studies. All had common theme to enhance the transportation system to support businesses and economic development.
  - Traffic data was compiled; data was pre-Covid.
  - Crashes review covered the most recent 5-year period that totaled 958 accidents. Predominant accident types were rear end crashes and animal crashes. 137 accidents (14%) were injury type. No fatalities. Four pedestrian and one bicycle accident.
  - Provided graphical mapping of sidewalks, hiking trails, and parks.
  - Identified recent private development and public capital projects.
  - Provided overview of typical traffic operations. Route 96 southbound PM peak hour (3:00-6:00) has congestion and queuing issues.



- Provided overview of pedestrian facilities. Generally, a good system with some locations requiring delineation and ADA ramp compliance.
- Identified public transit route (Route 253-Canandaigua/Eastview) within project area.

#### 4. Public Engagement/Stakeholder Interviews

- Distributed and provided an overview of Project Narrative, Public Engagement Playbook, and Key Stakeholder interview summaries.
- Interview finding highlights include:
  - Sidewalk connections are lacking for newly developed residential neighborhoods.
  - Village center and community facilities are priority destinations for bike-ped connections.
  - High Street / Main Street intersection queuing remains the biggest challenge on Route 96 through the Village.
  - Residents and businesses on Route 96 may balk at a new “bypass” street along the railroad (Adams Street Extension).
  - Trails remain purely recreational assets.
  - Carefully consider what kind of development would occur on a new bypass/railroad avenue (Adams Street Extension) should it move forward.
- Various community engagement strategies were identified. Detailed “Instant Input” mobile app as another engagement alternative.

#### 5. Other/Next Steps

- Ontario County will provide LaBella with their most current GIS and aerial files for use in the project.
- Scott Reinhart is the Steering Committee member connected with the Victor Neighbors Community Facebook page.
- Town to provide additional names for stakeholder interviews.
- Issue summary of public engagement phase 1
- Roundabout at Victor-Egypt Rd/Lane Rd/Lynaugh Rd is another priority project
- Outreach:
  - Speak with Parks & Recreation and Victor Hiking Trail
  - Pop-up event at ice cream shop during the summer would work well
  - December 4 Chamber event would be a good pop-up event - could be in Town Hall
  - Winterfest in February would also be good pop-up (lots of foot traffic)
  - Not necessarily a lot of demand for a public meeting
  - Nice to give the community an option of one in-person and one virtual event
  - Hold event at Brewery - go to where the people are!
  - Coordinate with the School and school concerts
  - Could hit both at the school concert and the December 4 Chamber event in the Village
  - Use Nextdoor to get information out
  - Use an on-line survey
  - ~~Need a road name instead of “bypass”~~ **The project materials should not refer to the new local street proposed in the Route 96 Transformative Corridor study as a “bypass;” instead, it should be referred to as the “proposed Adams Street Extension”**
  - Don’t skimp on mtg #2 - people may need some leadup to be comfortable with these alternatives
  - Post materials to the Village FB and website
  - Update the left vs. right typo on the project info sheet graphic
  - Update playbook with concrete engagement plans
  - Steering Committee:
    - Planning fatigue is a factor
    - Stakeholders will want to know about cost
    - Make it clear how this project fits in and is different from past studies



- Adams St Ext feasibility study is out there - do we publicize that as part of this effort?
- Route 96 Traffic
  - Pedestrian crossings slow down traffic on 96
  - 37% of traffic on 96 comes from the south and turns west
  - Solution to High St backup: property that could provide back way for buses out of school (between Latchmere and the school district property)
  - Car pickups at the schools are the problem, not buses (there are parent/school bus conflicts); can hinder emergency responses
- Steering Committee to provide comments to Technical Memo #1 by November 23. LaBella to address comments and finalize Technical Memo #1.
- Initiate Technical Memo #2 (Needs Assessment); draft is scheduled for the end of January.
- Public Meeting #1 is tentatively scheduled for mid-December.

#### 6. Action Items

- See action item table.

If there are any errors or significant omissions, please contact me at (585) 402-7041 or [Lrotoli@labellapc.com](mailto:Lrotoli@labellapc.com). Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

**LaBella Associates, D.P.C.**

Lorenzo Rotoli  
Senior Project Manager

I:\GTCS Inc\2212705 - Victor St Connectivity & Access Plan\Meetings\2021.11.16.\_SC Mtg #2\2021.11.16\_Victor Connectivity Mtg #2 Minutes\_Rev 1.docx



NEW ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
1. Ontario County GIS & aerial data	Ontario County	11/30/21	In progress
2. Additional Key Stakeholder names	Town	11/24/21	Initiate
3. Engage Parks & Rec and Victor Hiking Trails for input	Highland	11/24/21	Initiate
4. Establish pop-up events (Town, School, and private venues)	Highland	11/24/21	Initiate
5. Utilize social media for engagement	Highland	11/24/21	Initiate
6. Develop on-line survey	LaBella/Highland	11/24/21	Initiate
7. Post project materials on Town website and Facebook page	Town	11/30/21	Initiate
8. Update engagement materials	Highland	11/24/21	In progress
9. Steering Committee provide Tech Memo #1 comments to LaBella	Steering Committee	11/23/21	In progress
10. Update Tech Memo #1 and re-issue as final	LaBella	12/10/21	Initiate
11. Technical Memo #2 (Needs Assessment)	LaBella	1/28/22	Initiate
12. Coordinate Public Meeting	Design Team	12/2/21	Initiate

OLD ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS

## **VICTOR STREET CONNECTIVITY AND ACCESS PLAN STEERING COMMITTEE #3 MEETING MINUTES**

Location: Victor Town Hall

Date: February 15, 2022

Time: 4:00 PM

Attendees: Kathy Rayburn, Kim Kinsella, Mark Years, Adam Reitz, Gary Hadden, John Turner, Bill Wright, Paul Spitzer, Joe Bovenzi, Scott Reinhart, Dave Wright, Susan Charland, Tom Miller, Wes Pettee, and Lorenzo Rotoli. Guests - Susan Stehling and Ira Knickerbocher

### **AGENDA AND DISCUSSION ITEMS**

Steering Committee meeting #3 was held for the Victor Street Connectivity and Access Study. Topics of discussion were as follows:

#### **1. Welcome**

#### **2. Scope Overview/Project Background**

- Noted major project tasks and schedule.
- Submitted draft Technical Memo #2 - Needs Assessment for Steering Committee review.
- Restated project goals:
  - Enhance the transportation network and connectivity
  - Prioritize links between key transportation assets and destinations
  - Promote active transportation & multi-modal system

#### **3. Public Engagement**

- Noted engagement activities: Stakeholder interviews, Jingle Mingle Pop-up event on December 4, Instant Input, promoted on Facebook, and on-line surveys.
- Survey was open December through mid-January; received 70 responses. Submitted Community Survey summary.
- Survey highlights:
  - Biggest challenge - Rte 96 congestion and sidewalks to neighborhoods
  - Biggest opportunity - Adams Street extension
  - Intersections - Main/High and East Victor and Lynaugh areas
  - New connections - Bike and pedestrian from Lynaugh neighborhoods to Village

#### **4. Tech Memo #2 - Needs Assessment**

- Submitted draft Needs Assessment on January 27 to Steering Committee.
- Identified market trends and planned development
  - Residential - Highline Park and Piper Meadows
  - Commercial - Delta Sonic



- Redevelopment - Bayles Furniture and Railside Market
- Municipal - New Town recreation and highway facilities
- Adjacent development - Eastview Mall and Farmington
- Identified traffic operational gaps for Rte 96 congestion and delays.
- Potential traffic opportunities: improve signal coordination, access management, reduce school related traffic at Main/High intersection, and implement priority projects.
- Identified pedestrian facility gaps that limit mobility, safety, and connectivity such as lack of sidewalks in some areas.
- Potential pedestrian facility opportunities: new sidewalks/trails to connect neighborhoods and Village, pedestrian crossing treatments, upgrade trail surfaces, and incorporate pedestrian facilities in new developments.
- Identified bicycle facility gaps that limit mobility, safety, and connectivity such as no in-road bicycle lanes, bike boxes, or marked conflict areas.
- Potential bicycle facility opportunities: in-road bike facilities, connect destinations and Village Center, facilities in new developments, and upgrade of trail surfaces.

## 5. Other Items/Next Steps

- Steering Committee to provide comments to Technical Memo #2 by February 28. LaBella to address comments and finalize Technical Memo #2.
- Develop a priority list of needs and priority projects based on Steering Committee feedback.
- LaBella provided their initial list of needs:
  - Main/High intersection
  - Adams Street extension
  - Brace/Anthony connection
  - Sidewalk/trail connections in neighborhoods
  - East Victor Road access management
  - Improve connectivity to Trails, Parks, and Victor schools
- Transition from Technical Memo #2 Needs Assessment to initiate Technical Memo #3 Alternatives Development; draft is scheduled for the beginning of April.
- Technical Memo #3 Alternatives Development will include:
  - Strategies for access, circulation, and connectivity
  - Concept designs
  - Recommendations & 2D concept renderings
  - Cost estimates
  - Identify grant opportunities
- Village is planning for High Street shoulder & sidewalk widening on south side of roadway to allow for emergency access.
- RAISE grant is a potential funding source for Adams Street extension, but very competitive. Will look investigate alternative funding sources for pedestrian, bicyclists, and greenhouse gas reduction.
- Investigate shorter Adams Street extension (end prior to Route 251) in concurrent feasibility study; may be more manageable in smaller pieces and better positioned for grant competitiveness.
- Ontario County has done upfront Adams Street concept design and cost estimates. LaBella to contact County to review available data.
- Investigate new business fees to contribute towards new road funding for Adams Street extension.
- New developments on East Victor Road will install paved sidewalk to connect neighborhoods with Auburn Trail.
- Will need to consider winter maintenance plowing of sidewalks.



## 6. Action Items

- See action item table.

If there are any errors or significant omissions, please contact me at (585) 402-7041 or [Lrotoli@labellapc.com](mailto:Lrotoli@labellapc.com). Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

**LaBella Associates, D.P.C.**

Lorenzo Rotoli  
Senior Project Manager

I:\GTCS Inc\2212705 - Victor St Connectivity & Access Plan\Meetings\2022.02.15\_SC Mtg #3\2022.02.15\_Victor Connectivity Mtg #3 Minutes.docx

<b>NEW ACTION ITEMS</b>	<b>TASK OWNER(S)</b>	<b>DEADLINE</b>	<b>STATUS</b>
1. Ontario County GIS & aerial data	Ontario County	2/18/22	In progress
2. Steering Committee provide Tech Memo #2 comments to LaBella	Steering Committee	2/28/22	In progress
3. Update Tech Memo #2 and re-issue as final	LaBella	3/8/22	Initiate
4. Develop priority list of needs & projects	Steering Committee & LaBella	3/8/22	Initiate
5. Draft Technical Memo #3 (Alternatives Development)	LaBella	4/4/22	Initiate

## **VICTOR STREET CONNECTIVITY AND ACCESS PLAN STEERING COMMITTEE #4 MEETING MINUTES**

Location: Victor Town Hall

Date: April 21, 2022

Time: 4:00 PM

Attendees: Kathy Rayburn, Adam Reitz, Tom Harvey, Paul Spitzer, Joe Bovenzi, Scott Reinhart, Susan Charland, Tom Miller, Wes Pettee, and Lorenzo Rotoli.

### **AGENDA AND DISCUSSION ITEMS**

Steering Committee meeting #4 was held for the Victor Street Connectivity and Access Study. Topics of discussion were as follows:

#### **1. Welcome**

#### **2. Project Overview**

- Noted major project tasks and schedule.
- Submitted draft Technical Memo #3 - Draft Alternatives Development (Draft Recommendations) on April 4 for Steering Committee review.
- Restated project goals:
  - Enhance the transportation network and connectivity
  - Prioritize links between key transportation assets and destinations
  - Promote active transportation & multi-modal system
- Recapped Technical Memo #2 - Needs Assessment which was based on previous study findings, Steering Committee feedback, Public surveys, and consultant team field observations.

#### **3. Tech Memo #3 - Draft Recommendations**

- Identified 5 key areas for recommendations, design considerations, costs, and funding sources:
  - a) Adams Street Extension
    - 1. Three (3) phases/segments with 2-lane road section
    - 2. Look at narrower 11' road lanes and 6' bike lane
    - 3. Will add an inset for a sub-alternative with a future separated bike path on south side of roadway
    - 4. Railroad track will be removed in all options
  - b) Anthony Drive Extension to Brace Road
    - 1. Potential signal at Rte 96/Anthony
    - 2. New sidewalk connections to Victor Municipal Park and Auburn Trail
    - 3. Two existing Brace Road terminus options: Cul-de-Sac or a Right in/Right out
  - c) New Sidewalk/Trail Connections by Steering Committee and Public feedback prioritization
    - 1. Lynaugh Road - Route 96 to Somerset Lane - (High Priority)



2. East Victor Road - Route 96 to Fieldcrest Lane - (High Priority)
    - i. Show sidewalk extension from Fieldcrest Lane to Auburn Trail; the extension will be installed by developer.
  3. Lane Road - Route 96 to High Street - (Medium Priority)
  4. Route 251 - Route 96 to Auburn Trail - (Medium Priority)
  5. Main Street Fishers - Phillips Road to Wangum Road - (Medium Priority)
  6. McMahon Road - Route 96 to Erica Trail - (Medium Priority)
  7. Route 444 - Wyndham Hill to Auburn Trail - (Medium Priority)
  8. Route 96 - Omnitech Place to Village Line - (Medium Priority)
  9. Route 96 - Anthony Drive to Farmington Town Line - (Medium Priority)
  10. Brace Road - Anthony Drive Extension to Bradhurst Street - (Medium Priority)
  11. Phillips Road - Main Street Fishers to Route 251 - (Low Priority)
  12. Wangum Road - Main Street Fishers to Route 251 - (Low Priority)
- Suggestion was made expand list to add High Street sidewalk network from Lane Rd to Route 96 / Eastview Mall.
- d) Route 96/High Street Intersection - potential options
    1. Roundabout
    2. Improve existing signal with adaptive signal control, consolidated pedestrian crossings, and school specific signal timing pattern at dismissal time.
    3. New Village street connections - north of Route 96 between High Street and Maple Street
    4. Implement School operational changes to reduce traffic impacts
      - i. Encourage school bus use to reduce parent drop-offs
    5. Implement incremental intersection improvements throughout the Town and Village
  - e) Previous plan and study recommendations
    1. Victor Access Management Plan
    2. Route 96 Transformative Corridor Study

#### 4. Other Items/Next Steps

- Steering Committee to provide comments to draft Technical Memo #3 by April 29.
- Identify a priority list of projects from Draft Recommendations based on Steering Committee feedback.
- LaBella to address comments and finalize Technical Memo #3 by May 23.
- Transition from Technical Memo #3 Alternatives Development to prepare for Public Engagement Round 2 to present Draft Recommendations by mid-June.
- Investigate potential Town/Village events to promote public engagement on Draft Recommendations.
- Will need to have a separate project specific public engagement event to share Draft Recommendations.

#### 5. Action Items

- See action item table.

If there are any errors or significant omissions, please contact me at (585) 402-7041 or [Lrotoli@labellapc.com](mailto:Lrotoli@labellapc.com). Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:



LaBella Associates, D.P.C.

Lorenzo Rotoli  
Senior Project Manager

I:\GTCS Inc\2212705 - Victor St Connectivity & Access Plan\Meetings\2022.04.19\_SC Mtg #4\2022.04.21\_Victor Connectivity Mtg #4 Minutes.docx

<b>NEW ACTION ITEMS</b>	<b>TASK OWNER(S)</b>	<b>DEADLINE</b>	<b>STATUS</b>
1. Provide Tech Memo #3 comments to LaBella	Steering Committee	4/29/22	In progress
2. Prioritize Draft Recommendations	Steering Committee	5/23/22	In progress
3. Update Tech Memo #3 and re-issue as final	LaBella	5/23/22	Initiate
4. Prepare for Public Engagement Round 2 to present Draft Recommendations to community (Mid-June)	LaBella/Highland Planning	5/4/22	Initiate

## VICTOR STREET CONNECTIVITY AND ACCESS PLAN STEERING COMMITTEE #5 MEETING MINUTES

Location: Victor Town Hall

Date: August 30, 2022

Time: 4:00 PM

Attendees: Steering Committee: Kathy Rayburn, Kim Kinsella, Mark Years, Adam Reitz, Gary Hadden, John Turner, Tom Harvey, Jody Binnix, Paul Spitzer, Scott Reinhart, Tom Miller, Wes Pettee, and Lorenzo Rotoli. See sign in sheet for at-large attendees.

### AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #5 was held for the Victor Street Connectivity and Access Study. Topics of discussion were as follows:

#### 1. Welcome

#### 2. Project Overview

- Noted major project tasks and schedule.
- Submitted Draft Report on August 24 for Steering Committee review
- Restated project goals:
  - Enhance the transportation network and connectivity
  - Prioritize links between key transportation assets and destinations
  - Promote active transportation & multi-modal system
- Recapped work to date for Needs Assessment and initial Draft Recommendations.
- Noted Town's position statement on Connectivity Plan
  - Proactive guide to help the planning process
  - Looks at broader study area not just Adams Street extension
  - Preserve & repurpose Adams Street for multi-modal usage
  - Revisit Adams Street concept if railroad continues to operate
  - Plan does not commit the Town to any specific projects
  - Positions the Town for future funding grants
  - If successful in obtaining funding there will be further community outreach on concepts
- Mike Smith from Finger Lakes Railway (FLR) gave an update on the rail line in the vicinity of Adams Street Extension:
  - Ontario County owns the railroad
  - At the west end of the rail line, there is not enough business for the operation to be profitable and little opportunity to attract new business per solicitation efforts by FLR
  - The Adams Street Extension area has been used for rail car storage, but community had concerns and ultimately that too was not economically feasible
  - Victor Insulator was the only customer and was served approximately 1x month



- FLR developed an alternative plan to serve Victor Insulators. Material is off-loaded and delivered by truck. Delivery rates are reflective of having rail service, not increased for trans-loading and truck delivery.
- Plan is to remove the tracks to a point east of Victor, and focus on lines where industrial potential is higher
- Salvaged rail lines and some ties would be used at other locations in Ontario County, particularly the Geneva - Canandaigua line that serves Pactiv and Canandaigua Wine. Would allow the line to be upgraded to heavy rail

### 3. Review of Public Comments

- Provided summary of Public Meeting survey which identified:
  - Adams Street extension meets the project goals extremely well
  - Top priority sidewalk/trail locations are Route 251 (Route 96 to Auburn Trail), East Victor Road (Route 96 t Auburn Trail), Route 96 (Omnitech to Village line), and Phillips Road (Main Street Fishers to Route 251)
  - Adams Street extension is the top priority in the Village area
- Open ended survey comments:
  - Adams Street extension should have recreational and aesthetic value to the community
  - New road & sidewalk should enhance access to the trail systems
  - Add sidewalks to improve safety
  - Plan should work to help local businesses
- Summary of public comments & responses

Comment	Response
Enough studies; apply for grants	Town is advancing plan to position for grant applications
Adams St Ext needs to have recreational & aesthetic value	Create a “Complete Street” with traffic calming, ped & bike facilities, landscaping, and streetscape amenities
No Bypass	Create a low speed “Complete Street” with business access
Railroad should remain	Per Finger Lakes RR - out of service, no longer feasible, abandon
Determine car travel patterns	Referenced previous study for findings (pass-through & local)
Enhance trail system	Major consideration for sidewalk & trail recommendations
More cycling infrastructure	Add bike lanes, markings, and signage where possible
Lower speeds	Petition owning agency & justification
Places additional traffic on Maple	No expected new traffic or diversions
Adams St Ext Phase 3 not necessary	Phase 3 road is removed and replaced with a trail
What are Adams St Ext obstacles	Feasibility Study is looking at ROW, Environmental, and property impacts
Recommendations are too costly	Funded in large part through federal & state grants
Rte 96/High St roundabout is bad idea	Conceptual solution; needs further assessment (operations & property impacts)

○



#### 4. Draft Report

- Draft Report was compiled and distributed to Steering Committee by DropBox
- Draft Report incorporated Previous Steering Committee comments to Technical Memo #3 Draft Recommendations
- Draft Report incorporated Public Meeting comments where feasible
- Identified 5 key areas for recommendations, design considerations, costs, and funding sources:
  - a) Adams Street Extension
    - Changed phase 3 from proposed road to a trail section
    - Updated Phase 3 cost to \$590,000
  - b) Anthony Drive Extension to Brace Road
    - Potential signal at Rte 96/Anthony
    - New sidewalk connections to Victor Municipal Park and Auburn Trail
    - Two existing Brace Road terminus options: Cul-de-Sac or a Right in/Right out
  - c) New Sidewalk/Trail Connections
    - Re-ordered priority locations based on public comments & surveys
      1. Route 251 (Route 96 to Auburn Trail)
      2. East Victor Road (Route 96 to Auburn Trail)
      3. Route 96 (Omnitech to Village line)
      4. Phillips Road (Main Street Fishers to Route 251)
  - d) Pedestrian & Bicyclist Enhancements
    - Added report section to discuss high visibility signing & treatments, mid-block crossings, and bike lanes
  - e) Route 96/High Street Intersection - identified potential options
    - Roundabout
    - Improve existing signal with adaptive signal control, consolidated pedestrian crossings, and school specific signal timing pattern at dismissal time.
    - New Village street connections - north of Route 96 between High Street and Maple Street
    - Implement School operational changes to reduce traffic impacts
      - i. Encourage school bus use to reduce parent drop-offs
    - Implement incremental intersection improvements throughout the Town and Village
  - f) Previous plan and study recommendations
    - Victor Access Management Plan
    - Route 96 Transformative Corridor Study
  - g) Funding
    - Identified options such as Grants, Private development, and State or County capital projects

#### 5. Next Steps

- Steering Committee to provide comments to Draft Report by September 16
- LaBella to address Steering committee comments and finalize the Plan Report by September 30.

#### 6. Open Discussion

- Tom Harvey, as a representative of the owner (Ontario County) offered the following comments:
  - Ontario County purchased the 11-mile rail line from Shortsville to State Rt 251 in Victor in 1978 during the Conrail bankruptcy proceedings to ensure freight rail operations that supported local industries, especially Victor Insulators, continued. The County also



recognized the historic significance/importance of rail within the Village and Town of Victor.

- The County has never operated the Shortsville to Victor rail line, instead contracting with Ontario Midland Railroad as the operator and more recently with Finger Lakes Railway through a wholly owned subsidiary thereof.
  - There are over 4 miles of rail line from State Rt 332 in Farmington to State Rt 251 in Victor on which rail use has decreased dramatically in recent years with Finger Lakes Railway reporting that there has been only 1 freight rail customer, Victor Insulators, over the last several years with very little rail traffic.
  - The County takes seriously the position of its business partner, Finger Lakes Railway, when they report there is a significant cost to maintain the 4 miles of rail line and that current revenue does not support those costs. As Finger Lakes Railway president Mike Smith commented earlier during this meeting, Finger Lakes Railway has already made a business decision and begun servicing Victor Insulators by transferring material from rail cars to truck for local delivery and not using this 4-mile section of rail; all without increasing costs to Victor Insulators.
  - As a professional planner, I believe the most important thing for the rail right-of-way is to protect it by keeping it in municipal ownership thus preserving options for its use as a transportation corridor now and in the future.
  - The need for freight or commuter rail in the near or distant future may increase and justify adding rail back, but at the present time based on the lack of rail use it appears this asset would be better used for streets, sidewalks, and bicycle lanes as recommended in this and previous reports and analyses with the rails themselves put to better use to increase the rail carrying capacity between Shortsville & Canandaigua.
  - The County will work with Finger Lakes Railway and the municipalities to implement the recommendations they all support that come out of this study.
- Gary Hadden, Village Mayor, commented on the rail line:
    - It is significant to hear the perspective of the two major parties involved - Finger Lakes Rail and Ontario County
    - Traffic in Victor has been a concern for many years. Believes that most constituents still agree that traffic congestion should be addressed
    - Believes the Village is on the right path to investigate Adams Street Extension
  - Question from Diane Robbins: Has the railroad considered asking for Federal subsidies to continue to serve Victor Insulator?  
Answer: Government money is very competitive. Overall benefit would not be significant and there is still little potential for growth in Victor. The railroad recognizes the significance of Victor Insulator and has developed a plan to serve them with competitive rates.
  - Question from Diane Robbins: What is inventory?  
Answer: Existing data like traffic counts, accident history, and previous plans.
  - Question from Diane Robbins: Has the Surface Transportation Board been contacted? What happens if they say no?  
Answer: The process with the STB has not been started. FLR's plan is to come to an agreement with all parties and then make an application to abandon the rail line.
  - Question from Gary Hadden: If the rail is abandoned, what happens to the ties? What about the soil?  
Answer: The plan is to remove the ties, re-grade the land, and dispose of ties in the Ontario County Landfill. They would be cut in lengths of no more than 4 ft. NYSDEC would be involved and permits would be required to determine extent of contamination and appropriate remediation.



- Comment from Evelyn Esch: Get more people to use the Thruway.
- Comment from Evelyn Esch: Does not like roundabouts; seniors do not know how to drive through them.

#### 7. Action Items

- See action item table.

If there are any errors or significant omissions, please contact me at (585) 402-7041 or [Lrotoli@labellapc.com](mailto:Lrotoli@labellapc.com). Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

**LaBella Associates, D.P.C.**

Lorenzo Rotoli  
Senior Project Manager

I:\GTCS Inc\2212705 - Victor St Connectivity & Access Plan\Meetings\2022.08.20\_SC Mtg #5\2022.08.30\_Victor Connectivity Mtg #5 Minutes\_Rev 1.docx

<b>NEW ACTION ITEMS</b>	<b>TASK OWNER(S)</b>	<b>DEADLINE</b>	<b>STATUS</b>
1. Provide Draft Report comments to LaBella	Steering Committee	9/15/22	Initiate
2. Update Draft Report and re-issue as Final	LaBella	9/30/22	Initiate



# **APPENDIX B**

## **Cost Estimate Information**

# Adams Street Extension



Adams Street Extension Phase 1

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 1,255,038.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 107,408.00
CURB AND SIDEWALKS		\$ 553,897.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 364,416.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 375,068.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 54,000.00
LANDSCAPING		\$ 54,000.00
ENVIRONMENTAL		\$ 67,000.00
WZTC		\$ 40,000.00
SURVEY OPERATIONS		\$ 27,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 289,783.00
FIELD CHANGE		\$ 159,000.00
MOBILIZATION	4%	\$ 133,865.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 3,481,000.00</b>
CONTINGENCY/RISK	20%	\$ 696,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 4,178,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 208,900.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 4,387,000.00</b>
FINAL DESIGN	10%	\$ 438,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	0%	\$ -
CONSTRUCTION INSPECTION	7%	\$ 307,090.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 5,140,000.00</b>



Adams Street Extension Phase 2

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 1,079,593.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 77,900.00
CURB AND SIDEWALKS		\$ 744,391.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 510,916.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 516,241.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 59,000.00
LANDSCAPING		\$ 59,000.00
ENVIRONMENTAL		\$ 74,000.00
WZTC		\$ 44,000.00
SURVEY OPERATIONS		\$ 30,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 319,505.00
FIELD CHANGE		\$ 176,000.00
MOBILIZATION	4%	\$ 147,622.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 3,839,000.00</b>
CONTINGENCY/RISK	20%	\$ 767,800.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 4,607,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2026
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 322,490.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 4,930,000.00</b>
FINAL DESIGN	10%	\$ 493,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	0%	\$ -
CONSTRUCTION INSPECTION	7%	\$ 345,100.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 5,770,000.00</b>



Adams Street Extension Phase 3A (Trail Only)

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 26,963.00
CURB AND SIDEWALKS		\$ 276,741.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 7,000.00
ENVIRONMENTAL		\$ 8,000.00
WZTC		\$ -
SURVEY OPERATIONS		\$ 4,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 32,271.00
FIELD CHANGE		\$ 18,000.00
MOBILIZATION	4%	\$ 14,919.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 388,000.00</b>
CONTINGENCY/RISK	20%	\$ 77,600.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 466,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2026
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 32,620.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 499,000.00</b>
FINAL DESIGN	10%	\$ 49,900.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	0%	\$ -
CONSTRUCTION INSPECTION	7%	\$ 34,930.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 590,000.00</b>



Adams Street Extension Phase 3B (Trail Only)

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 20,223.00
CURB AND SIDEWALKS		\$ 204,093.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 5,000.00
ENVIRONMENTAL		\$ 6,000.00
WZTC		\$ -
SURVEY OPERATIONS		\$ 3,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 23,832.00
FIELD CHANGE		\$ 13,000.00
MOBILIZATION	4%	\$ 11,006.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 287,000.00</b>
CONTINGENCY/RISK	20%	\$ 57,400.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 345,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2026</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 24,150.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 370,000.00</b>
FINAL DESIGN	10%	\$ 37,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	0%	\$ -
CONSTRUCTION INSPECTION	7%	\$ 25,900.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 440,000.00</b>

# Anthony Drive Extension



Anthony Drive Extension

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 379,333.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 15,645.00
CURB AND SIDEWALKS		\$ 181,871.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 169,842.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 155,990.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 19,000.00
LANDSCAPING		\$ 19,000.00
ENVIRONMENTAL		\$ 23,000.00
WZTC		\$ 14,000.00
SURVEY OPERATIONS		\$ 10,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 98,769.00
FIELD CHANGE		\$ 54,000.00
MOBILIZATION	4%	\$ 45,618.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,187,000.00</b>
CONTINGENCY/RISK	20%	\$ 237,400.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,425,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 71,250.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 1,497,000.00</b>
FINAL DESIGN	10%	\$ 149,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 44,910.00
CONSTRUCTION INSPECTION	7%	\$ 104,790.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 1,800,000.00</b>

## **New Sidewalk Connections**



Lynaugh Road Sidewalk - Route 96 to Somerset Lane

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 37,334.00
CURB AND SIDEWALKS		\$ 171,633.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ 124,800.00
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 7,000.00
ENVIRONMENTAL		\$ 9,000.00
WZTC		\$ 21,000.00
SURVEY OPERATIONS		\$ 4,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 37,477.00
FIELD CHANGE		\$ 21,000.00
MOBILIZATION	4%	\$ 17,330.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 451,000.00</b>
CONTINGENCY/RISK	20%	\$ 90,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 542,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 27,100.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 570,000.00</b>
FINAL DESIGN	10%	\$ 57,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 17,100.00
CONSTRUCTION INSPECTION	7%	\$ 39,900.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 690,000.00</b>



East Victor Road Sidewalk - Route 96 to Auburn Trail

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 33,445.00
CURB AND SIDEWALKS		\$ 148,069.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 4,000.00
ENVIRONMENTAL		\$ 5,000.00
WZTC		\$ 11,000.00
SURVEY OPERATIONS		\$ 2,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 20,352.00
FIELD CHANGE		\$ 11,000.00
MOBILIZATION	4%	\$ 9,395.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 245,000.00</b>
CONTINGENCY/RISK	20%	\$ 49,000.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 294,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 14,700.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 309,000.00</b>
FINAL DESIGN	10%	\$ 30,900.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 9,270.00
CONSTRUCTION INSPECTION	7%	\$ 21,630.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 380,000.00</b>



Lane Road Sidewalk - Route 96 to High Street

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 61,600.00
CURB AND SIDEWALKS		\$ 139,161.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 5,000.00
ENVIRONMENTAL		\$ 6,000.00
WZTC		\$ 13,000.00
SURVEY OPERATIONS		\$ 3,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 22,777.00
FIELD CHANGE		\$ 13,000.00
MOBILIZATION	4%	\$ 10,542.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 275,000.00</b>
CONTINGENCY/RISK	20%	\$ 55,000.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 330,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 16,500.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 347,000.00</b>
FINAL DESIGN	10%	\$ 34,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 10,410.00
CONSTRUCTION INSPECTION	7%	\$ 24,290.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 420,000.00</b>



Route 251 Sidewalk - Route 96 to Auburn Trail

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 25,926.00
CURB AND SIDEWALKS		\$ 104,221.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ 25,000.00
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 4,000.00
ENVIRONMENTAL		\$ 4,000.00
WZTC		\$ 10,000.00
SURVEY OPERATIONS		\$ 2,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 17,515.00
FIELD CHANGE		\$ 10,000.00
MOBILIZATION	4%	\$ 8,107.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 211,000.00</b>
CONTINGENCY/RISK	20%	\$ 42,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 254,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022      2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 12,700.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 267,000.00</b>
FINAL DESIGN	10%	\$ 26,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 8,010.00
CONSTRUCTION INSPECTION	7%	\$ 18,690.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 330,000.00</b>



Main Street Fishers Sidewalk - Phillips Road to Wangum Road

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 37,334.00
CURB AND SIDEWALKS		\$ 250,314.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 6,000.00
ENVIRONMENTAL		\$ 8,000.00
WZTC		\$ 18,000.00
SURVEY OPERATIONS		\$ 3,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 32,265.00
FIELD CHANGE		\$ 18,000.00
MOBILIZATION	4%	\$ 14,917.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 388,000.00</b>
CONTINGENCY/RISK	20%	\$ 77,600.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 466,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022      2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 23,300.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 490,000.00</b>
FINAL DESIGN	10%	\$ 49,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 14,700.00
CONSTRUCTION INSPECTION	7%	\$ 34,300.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 590,000.00</b>



McMahon Road Sidewalk - Route 96 to Erica Trail

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 33,445.00
CURB AND SIDEWALKS		\$ 95,807.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 3,000.00
ENVIRONMENTAL		\$ 4,000.00
WZTC		\$ 8,000.00
SURVEY OPERATIONS		\$ 2,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 14,626.00
FIELD CHANGE		\$ 8,000.00
MOBILIZATION	4%	\$ 6,756.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 176,000.00</b>
CONTINGENCY/RISK	20%	\$ 35,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 212,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 10,600.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 223,000.00</b>
FINAL DESIGN	10%	\$ 22,300.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 6,690.00
CONSTRUCTION INSPECTION	7%	\$ 15,610.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 270,000.00</b>



Route 444 Sidewalk - Wyndham Hill to Auburn Trail

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 54,445.00
CURB AND SIDEWALKS		\$ 71,560.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 3,000.00
ENVIRONMENTAL		\$ 4,000.00
WZTC		\$ 8,000.00
SURVEY OPERATIONS		\$ 2,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 14,301.00
FIELD CHANGE		\$ 8,000.00
MOBILIZATION	4%	\$ 6,613.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 172,000.00</b>
CONTINGENCY/RISK	20%	\$ 34,400.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 207,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 10,350.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 218,000.00</b>
FINAL DESIGN	10%	\$ 21,800.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 6,540.00
CONSTRUCTION INSPECTION	7%	\$ 15,260.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 270,000.00</b>



Route 96 Sidewalk - Omnitech Place to Village Line

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 40,741.00
CURB AND SIDEWALKS		\$ 435,844.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 10,000.00
ENVIRONMENTAL		\$ 12,000.00
WZTC		\$ 29,000.00
SURVEY OPERATIONS		\$ 5,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 53,259.00
FIELD CHANGE		\$ 29,000.00
MOBILIZATION	4%	\$ 24,594.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 640,000.00</b>
CONTINGENCY/RISK	20%	\$ 128,000.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 768,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 38,400.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 807,000.00</b>
FINAL DESIGN	10%	\$ 80,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 24,210.00
CONSTRUCTION INSPECTION	7%	\$ 56,490.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 970,000.00</b>



Brace Road Sidewalk - Anthony Drive to Bradhurst Street

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ -
CURB AND SIDEWALKS		\$ 47,232.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 1,000.00
ENVIRONMENTAL		\$ 2,000.00
WZTC		\$ 3,000.00
SURVEY OPERATIONS		\$ 1,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 5,424.00
FIELD CHANGE		\$ -
MOBILIZATION	4%	\$ 2,387.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 63,000.00</b>
CONTINGENCY/RISK	20%	\$ 12,600.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 76,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022                      2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 3,800.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 80,000.00</b>
FINAL DESIGN	10%	\$ 8,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 2,400.00
CONSTRUCTION INSPECTION	7%	\$ 5,600.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 100,000.00</b>



Phillips Road Sidewalk - Main Street Fishers to Route 251

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ -
CURB AND SIDEWALKS		\$ 210,408.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ 15,000.00
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 5,000.00
ENVIRONMENTAL		\$ 6,000.00
WZTC		\$ 14,000.00
SURVEY OPERATIONS		\$ 3,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 25,341.00
FIELD CHANGE		\$ 14,000.00
MOBILIZATION	4%	\$ 11,710.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 305,000.00</b>
CONTINGENCY/RISK	20%	\$ 61,000.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 366,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022      2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 18,300.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 385,000.00</b>
FINAL DESIGN	10%	\$ 38,500.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 11,550.00
CONSTRUCTION INSPECTION	7%	\$ 26,950.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 470,000.00</b>



Wangum Road Sidewalk - Main Street Fishers to Route 251

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ -
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 17,778.00
CURB AND SIDEWALKS		\$ 224,982.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ -
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ -
LANDSCAPING		\$ 5,000.00
ENVIRONMENTAL		\$ 7,000.00
WZTC		\$ 15,000.00
SURVEY OPERATIONS		\$ 3,000.00
BRIDGE		\$ 36,000.00
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 30,876.00
FIELD CHANGE		\$ 17,000.00
MOBILIZATION	4%	\$ 14,266.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 371,000.00</b>
CONTINGENCY/RISK	20%	\$ 74,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 446,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 22,300.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 469,000.00</b>
FINAL DESIGN	10%	\$ 46,900.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 14,070.00
CONSTRUCTION INSPECTION	7%	\$ 32,830.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 570,000.00</b>

## **New Village Street Connections**



New Village Street Connection - Victor School to Route 96

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 294,957.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 44,051.00
CURB AND SIDEWALKS		\$ 136,589.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 127,310.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 126,851.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 15,000.00
LANDSCAPING		\$ 15,000.00
ENVIRONMENTAL		\$ 19,000.00
WZTC		\$ 11,000.00
SURVEY OPERATIONS		\$ 8,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 79,776.00
FIELD CHANGE		\$ 44,000.00
MOBILIZATION	4%	\$ 36,862.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 959,000.00</b>
CONTINGENCY/RISK	20%	\$ 191,800.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,151,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 57,550.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 1,209,000.00</b>
FINAL DESIGN	10%	\$ 120,900.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 36,270.00
CONSTRUCTION INSPECTION	7%	\$ 84,630.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 1,460,000.00</b>



New Village Street Connection - Dryer Avenue Extension

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 290,395.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 43,033.00
CURB AND SIDEWALKS		\$ 133,724.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 125,142.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 124,994.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 15,000.00
LANDSCAPING		\$ 15,000.00
ENVIRONMENTAL		\$ 18,000.00
WZTC		\$ 11,000.00
SURVEY OPERATIONS		\$ 8,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 78,429.00
FIELD CHANGE		\$ 43,000.00
MOBILIZATION	4%	\$ 36,229.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 942,000.00</b>
CONTINGENCY/RISK	20%	\$ 188,400.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,131,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 56,550.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 1,188,000.00</b>
FINAL DESIGN	10%	\$ 118,800.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 35,640.00
CONSTRUCTION INSPECTION	7%	\$ 83,160.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 1,430,000.00</b>



New Village Street Connection - Latchmere Drive Connection

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 150,122.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 23,658.00
CURB AND SIDEWALKS		\$ 65,698.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 63,124.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 59,666.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 8,000.00
LANDSCAPING		\$ 8,000.00
ENVIRONMENTAL		\$ 10,000.00
WZTC		\$ 6,000.00
SURVEY OPERATIONS		\$ 4,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 39,827.00
FIELD CHANGE		\$ 22,000.00
MOBILIZATION	4%	\$ 18,404.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 479,000.00</b>
CONTINGENCY/RISK	20%	\$ 95,800.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 575,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 28,750.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 604,000.00</b>
FINAL DESIGN	10%	\$ 60,400.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 18,120.00
CONSTRUCTION INSPECTION	7%	\$ 42,280.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 730,000.00</b>



Village Street Connection - Route 96 Opposite School Street

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 158,087.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 25,278.00
CURB AND SIDEWALKS		\$ 69,513.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 65,304.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 65,000.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 8,000.00
LANDSCAPING		\$ 8,000.00
ENVIRONMENTAL		\$ 10,000.00
WZTC		\$ 6,000.00
SURVEY OPERATIONS		\$ 4,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 41,919.00
FIELD CHANGE		\$ 23,000.00
MOBILIZATION	4%	\$ 19,365.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 504,000.00</b>
CONTINGENCY/RISK	20%	\$ 100,800.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 605,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 30,250.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 636,000.00</b>
FINAL DESIGN	10%	\$ 63,600.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 19,080.00
CONSTRUCTION INSPECTION	7%	\$ 44,520.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 770,000.00</b>



New Village Street Connection - Parallel to Route 96  
between Moore Avenue and School Street

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 269,463.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 42,500.00
CURB AND SIDEWALKS		\$ 123,291.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ 111,924.00
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 117,290.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 14,000.00
LANDSCAPING		\$ 14,000.00
ENVIRONMENTAL		\$ 17,000.00
WZTC		\$ 10,000.00
SURVEY OPERATIONS		\$ 7,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 72,647.00
FIELD CHANGE		\$ 40,000.00
MOBILIZATION	4%	\$ 33,565.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 873,000.00</b>
CONTINGENCY/RISK	20%	\$ 174,600.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,048,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 52,400.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 1,101,000.00</b>
FINAL DESIGN	10%	\$ 110,100.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 33,030.00
CONSTRUCTION INSPECTION	7%	\$ 77,070.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 1,330,000.00</b>

**Access Management Plan  
New Road Connections**



Connection between Wangum Road, Main St Fishers and Pinnacle Drive

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 1,380,504.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 50,926.00
CURB AND SIDEWALKS		\$ 662,276.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 628,542.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 55,000.00
LANDSCAPING		\$ 55,000.00
ENVIRONMENTAL		\$ 69,000.00
WZTC		\$ 41,000.00
SURVEY OPERATIONS		\$ 28,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 297,025.00
FIELD CHANGE		\$ 163,000.00
MOBILIZATION	4%	\$ 137,211.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 3,568,000.00</b>
CONTINGENCY/RISK	20%	\$ 713,600.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 4,282,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 214,100.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 4,497,000.00</b>
FINAL DESIGN	10%	\$ 449,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 134,910.00
CONSTRUCTION INSPECTION	7%	\$ 314,790.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 5,400,000.00</b>



Fishers Run Extension to Log Cabin Road

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 675,607.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 104,167.00
CURB AND SIDEWALKS		\$ 343,965.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 341,097.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 30,000.00
LANDSCAPING		\$ 30,000.00
ENVIRONMENTAL		\$ 37,000.00
WZTC		\$ 22,000.00
SURVEY OPERATIONS		\$ 15,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 159,884.00
FIELD CHANGE		\$ 88,000.00
MOBILIZATION	4%	\$ 73,869.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,921,000.00</b>
CONTINGENCY/RISK	20%	\$ 384,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 2,306,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR		<b>2022 2025</b>
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 115,300.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 2,422,000.00</b>
FINAL DESIGN	10%	\$ 242,200.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 72,660.00
CONSTRUCTION INSPECTION	7%	\$ 169,540.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 2,910,000.00</b>



Main Street Fishers Commercial Area Connections

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 697,145.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 33,334.00
CURB AND SIDEWALKS		\$ 351,271.00
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 350,360.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 29,000.00
LANDSCAPING		\$ 29,000.00
ENVIRONMENTAL		\$ 36,000.00
WZTC		\$ 22,000.00
SURVEY OPERATIONS		\$ 15,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 156,311.00
FIELD CHANGE		\$ 86,000.00
MOBILIZATION	4%	\$ 72,217.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 1,878,000.00</b>
CONTINGENCY/RISK	20%	\$ 375,600.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 2,254,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 112,700.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 2,367,000.00</b>
FINAL DESIGN	10%	\$ 236,700.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 71,010.00
CONSTRUCTION INSPECTION	7%	\$ 165,690.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 2,850,000.00</b>

**Route 96 Transformative Corridor Study  
Priority Projects**



Route 96 5-Lane Extension to Route 251

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 1,780,037.00
TRAFFIC SIGNALS		\$ -
EARTHWORK		\$ 56,019.00
CURB AND SIDEWALKS		\$ -
GUIDE RAIL AND MEDIAN BARRIER		\$ 67,308.00
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 19,480.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 39,000.00
LANDSCAPING		\$ 39,000.00
ENVIRONMENTAL		\$ 49,000.00
WZTC		\$ 116,000.00
SURVEY OPERATIONS		\$ 20,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 218,585.00
FIELD CHANGE		\$ 120,000.00
MOBILIZATION	4%	\$ 100,978.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 2,626,000.00</b>
CONTINGENCY/RISK	20%	\$ 525,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 3,152,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 157,600.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 3,310,000.00</b>
FINAL DESIGN	10%	\$ 331,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	3%	\$ 99,300.00
CONSTRUCTION INSPECTION	7%	\$ 231,700.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 3,980,000.00</b>



Lane Road Realignment

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 410,290.00
TRAFFIC SIGNALS		\$ 50,000.00
EARTHWORK		\$ 30,093.00
CURB AND SIDEWALKS		\$ -
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 11,052.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 11,000.00
LANDSCAPING		\$ 11,000.00
ENVIRONMENTAL		\$ 13,000.00
WZTC		\$ 31,000.00
SURVEY OPERATIONS		\$ 6,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 57,344.00
FIELD CHANGE		\$ 32,000.00
MOBILIZATION	4%	\$ 26,512.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 690,000.00</b>
CONTINGENCY/RISK	20%	\$ 138,000.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 828,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 41,400.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 870,000.00</b>
FINAL DESIGN	10%	\$ 87,000.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	0%	\$ -
CONSTRUCTION INSPECTION	7%	\$ 60,900.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 1,020,000.00</b>



Willowbrook Road Extension

PROJECT COSTS - DESIGN BID BUILD		AMOUNT
PAVEMENT		\$ 280,677.00
TRAFFIC SIGNALS		\$ 217,314.00
EARTHWORK		\$ 25,926.00
CURB AND SIDEWALKS		\$ -
GUIDE RAIL AND MEDIAN BARRIER		\$ -
LIGHTING		\$ -
RETAINING WALLS		\$ -
NOISE WALLS		\$ -
UTILITIES		\$ -
DRAINAGE		\$ 10,380.00
LARGE CULVERT		\$ -
OVERHEAD SIGN STRUCTURES		\$ -
SIGNING AND PAVEMENT MARKINGS		\$ 11,000.00
LANDSCAPING		\$ 11,000.00
ENVIRONMENTAL		\$ 14,000.00
WZTC		\$ 11,000.00
SURVEY OPERATIONS		\$ 6,000.00
BRIDGE		\$ -
STRUCTURES DEMOLITION		\$ -
MISCELLANEOUS/INCIDENTALS	10%	\$ 58,730.00
FIELD CHANGE		\$ 32,000.00
MOBILIZATION	4%	\$ 27,122.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 706,000.00</b>
CONTINGENCY/RISK	20%	\$ 141,200.00
<b>SUBTOTAL IN BASE YEAR DOLLARS</b>		<b>\$ 848,000.00</b>
COST DATA YEAR & MIDPOINT OF CONSTRUCTION YEAR	2022	2025
INFLATION/ESCALATION TO MIDPOINT OF CONSTRUCTION	2%	\$ 42,400.00
<b>AWARD/CONSTRUCTION COST</b>		<b>\$ 891,000.00</b>
FINAL DESIGN	10%	\$ 89,100.00
QC AND ADMINISTRATION OF FINAL DESIGN AND CONTRACT	0%	\$ -
CONSTRUCTION INSPECTION	7%	\$ 62,370.00
ROW		
<b>TOTAL PROJECT COST (ROUNDED TO NEAREST \$10K):</b>		<b>\$ 1,050,000.00</b>

**CR 9 / Lane Rd / Lynaugh Rd Intersection Improvements  
(Reconstruct as Roundabout)  
Project Cost Estimate**

Scoping	2.0%	\$30,000
Preliminary Engineering	7.0%	\$105,000
Design Development	6.0%	\$90,000
Right-of-way Incidentals	2.5%	\$37,500
Right-of-way Acquisitions	3.5%	\$52,500
Construction		\$1,500,000
CI / CA / CS	14.0%	\$210,000
<b>Subtotal</b>		<b>\$2,025,000</b>
Contingency	10.0%	\$202,500
<b>Total Project Cost</b>		<b>\$2,227,500</b>

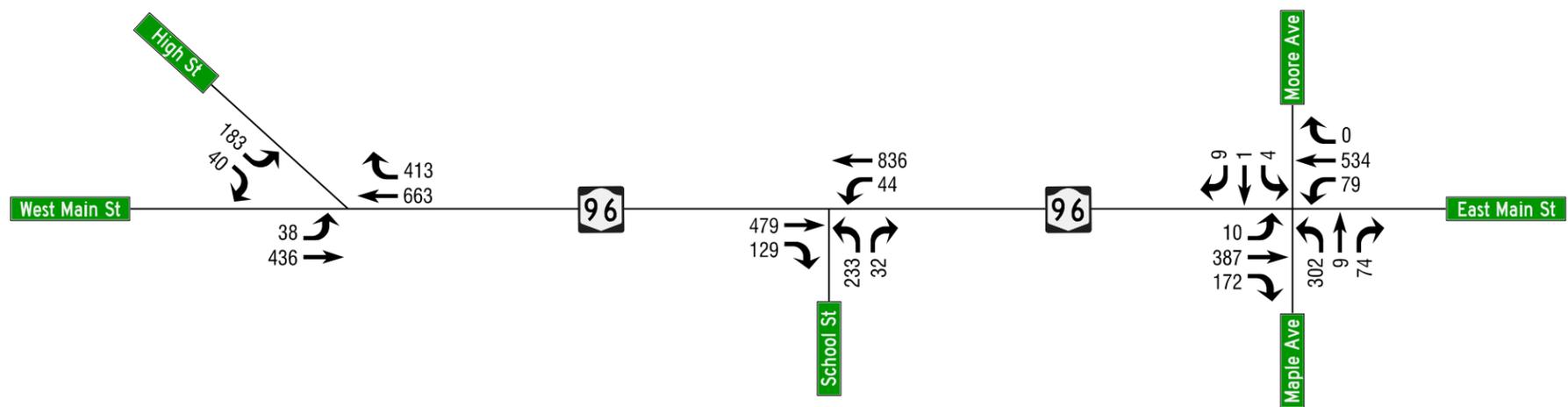
Note: Estimate is based on Ontario County estimate for C.R. 23 & McIvor / Fort Hill intersection improvement project.



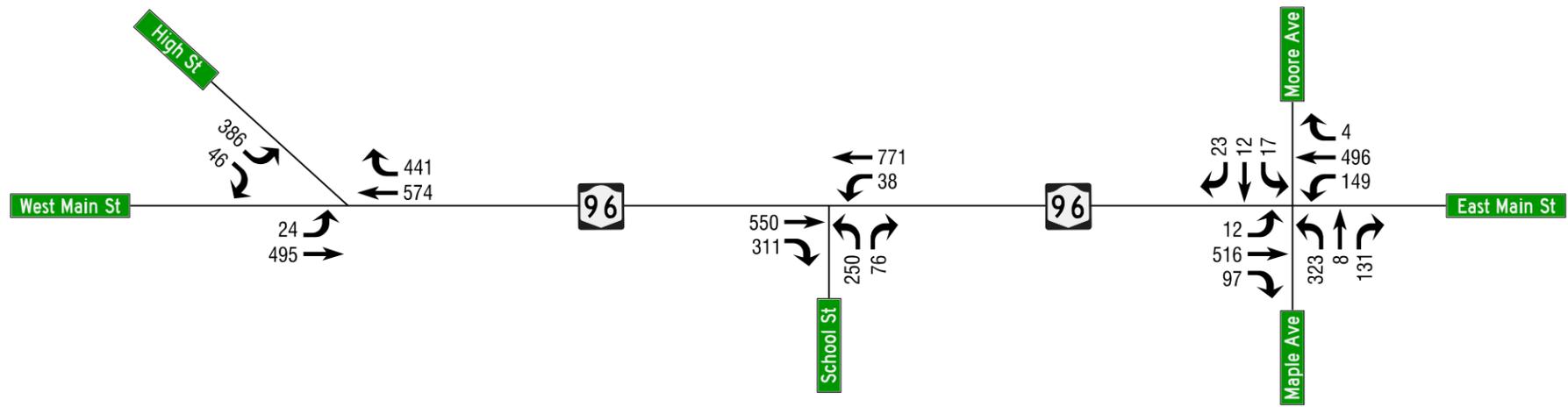
# **APPENDIX C**

## Traffic Data

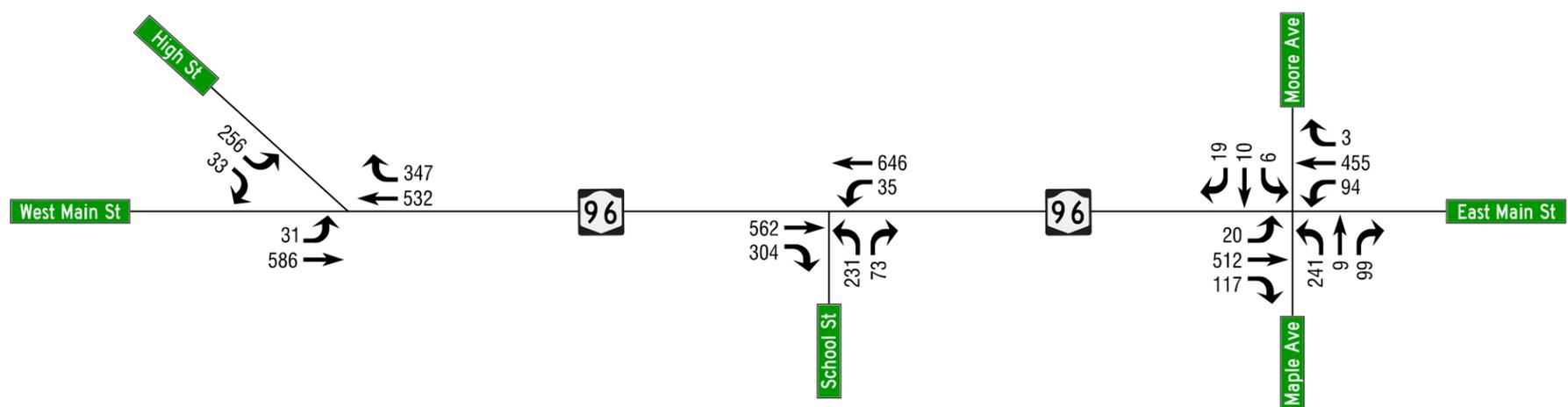
**VICTOR CONNECTIVITY  
AND ACCESS PLAN**



**AM Peak Hour Traffic Volumes**  
7:15-8:15 AM (High Street and School Street Intersections)  
8:00-9:00 AM (Maple Ave Intersection)



**PM Peak Hour Traffic Volumes**  
4:15-5:15 PM (School Street and Maple Ave Intersections)  
5:00-6:00 PM (High Street Intersection)



**School Dismissal Peak Hour Traffic Volumes**  
2:15-3:15 PM (All Intersections)

LaBella Project No : 2212705  
Date: August, 2022

**Route 96  
Existing Traffic Volumes**

**Figure 17**

**Traffic Counts  
Route 96 & High Street**



Tri-State Traffic Data: New York Division  
184 Baker Rd

Coatesville, Pennsylvania, United States 19320  
610-517-2338 bkarz@tstdata.com

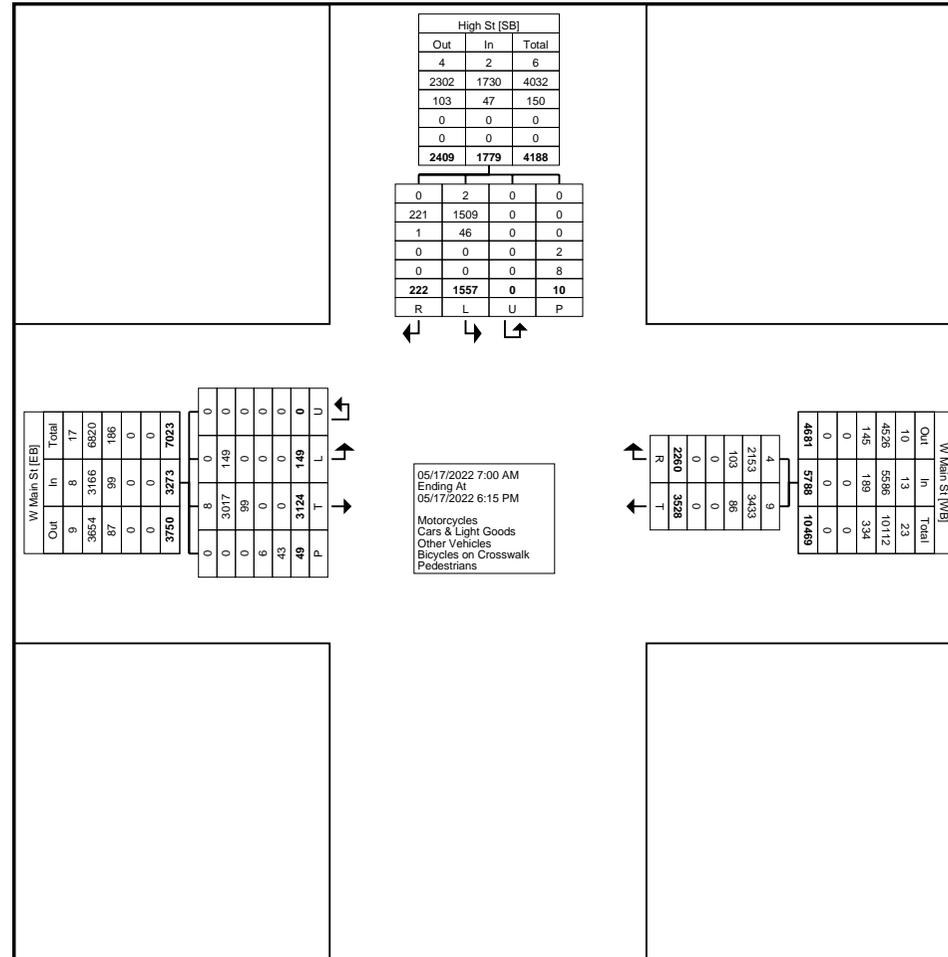
Count Name: W Main St & High St  
Site Code:  
Start Date: 05/17/2022  
Page No: 1

### Turning Movement Data

Start Time	High St Southbound					W Main St Westbound			W Main St Eastbound				Int. Total	
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	App. Total	Thru	Left	U-Turn	Peds		App. Total
7:00 AM	7	17	0	0	24	101	149	250	61	9	0	2	70	344
7:15 AM	7	53	0	0	60	176	140	316	110	13	0	0	123	499
7:30 AM	13	61	0	0	74	80	166	246	111	7	0	0	118	438
7:45 AM	13	26	0	0	39	78	181	259	119	12	0	0	131	429
Hourly Total	40	157	0	0	197	435	636	1071	401	41	0	2	442	1710
8:00 AM	7	43	0	0	50	79	176	255	96	6	0	0	102	407
8:15 AM	7	25	0	0	32	60	138	198	161	6	0	0	167	397
8:30 AM	2	36	0	0	38	110	142	252	140	4	0	0	144	434
8:45 AM	10	45	0	0	55	105	143	248	143	1	0	0	144	447
Hourly Total	26	149	0	0	175	354	599	953	540	17	0	0	557	1685
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	5	49	0	0	54	67	150	217	157	3	0	2	160	431
2:15 PM	5	91	0	0	96	74	138	212	121	10	0	0	131	439
2:30 PM	12	67	0	2	79	90	145	235	157	7	0	5	164	478
2:45 PM	7	61	0	0	68	116	125	241	160	10	0	0	170	479
Hourly Total	29	268	0	2	297	347	558	905	595	30	0	7	625	1827
3:00 PM	9	37	0	2	46	67	124	191	148	4	0	6	152	389
3:15 PM	7	46	0	3	53	46	139	185	159	2	0	4	161	399
3:30 PM	13	82	0	1	95	77	150	227	106	2	0	3	108	430
3:45 PM	11	90	0	0	101	69	165	234	143	4	0	6	147	482
Hourly Total	40	255	0	6	295	259	578	837	556	12	0	19	568	1700
4:00 PM	10	75	0	0	85	97	138	235	139	5	0	3	144	464
4:15 PM	10	78	0	0	88	106	161	267	154	3	0	0	157	512
4:30 PM	10	92	0	0	102	108	148	256	135	10	0	0	145	503
4:45 PM	11	97	0	0	108	112	136	248	109	7	0	0	116	472
Hourly Total	41	342	0	0	383	423	583	1006	537	25	0	3	562	1951
5:00 PM	10	97	0	0	107	95	162	257	105	3	0	0	108	472
5:15 PM	13	97	0	2	110	108	148	256	130	6	0	16	136	502
5:30 PM	11	87	0	0	98	110	145	255	129	6	0	2	135	488
5:45 PM	12	105	0	0	117	128	119	247	131	9	0	0	140	504
Hourly Total	46	386	0	2	432	441	574	1015	495	24	0	18	519	1966
6:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	222	1557	0	10	1779	2260	3528	5788	3124	149	0	49	3273	10840
Approach %	12.5	87.5	0.0	-	-	39.0	61.0	-	95.4	4.6	0.0	-	-	-
Total %	2.0	14.4	0.0	-	16.4	20.8	32.5	53.4	28.8	1.4	0.0	-	30.2	-
Motorcycles	0	2	0	-	2	4	9	13	8	0	0	-	8	23

% Motorcycles	0.0	0.1	-	-	0.1	0.2	0.3	0.2	0.3	0.0	-	-	0.2	0.2
Cars & Light Goods	221	1509	0	-	1730	2153	3433	5586	3017	149	0	-	3166	10482
% Cars & Light Goods	99.5	96.9	-	-	97.2	95.3	97.3	96.5	96.6	100.0	-	-	96.7	96.7
Other Vehicles	1	46	0	-	47	103	86	189	99	0	0	-	99	335
% Other Vehicles	0.5	3.0	-	-	2.6	4.6	2.4	3.3	3.2	0.0	-	-	3.0	3.1
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	20.0	-	-	-	-	-	-	-	12.2	-	-
Pedestrians	-	-	-	8	-	-	-	-	-	-	-	43	-	-
% Pedestrians	-	-	-	80.0	-	-	-	-	-	-	-	87.8	-	-

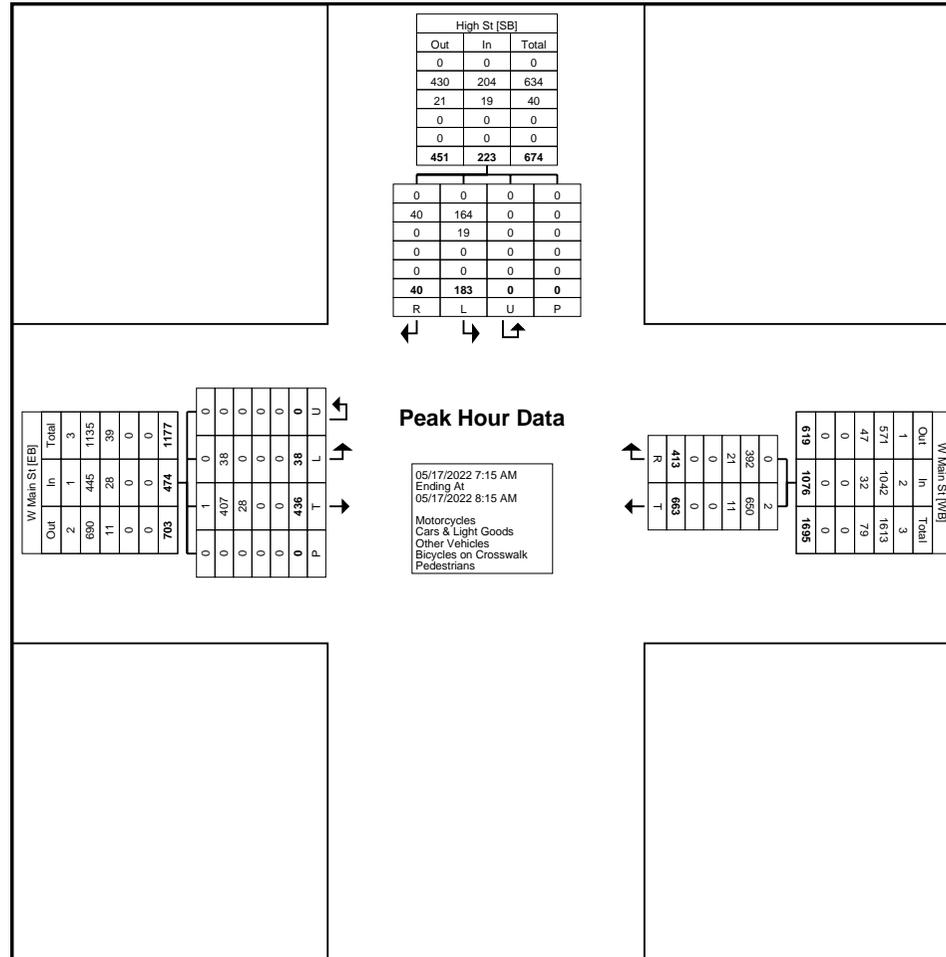
Victor, New York  
May 17, 2022



Turning Movement Data Plot



Victor, New York  
May 17, 2022



Turning Movement Peak Hour Data Plot (7:15 AM)



Tri-State Traffic Data: New York Division  
184 Baker Rd

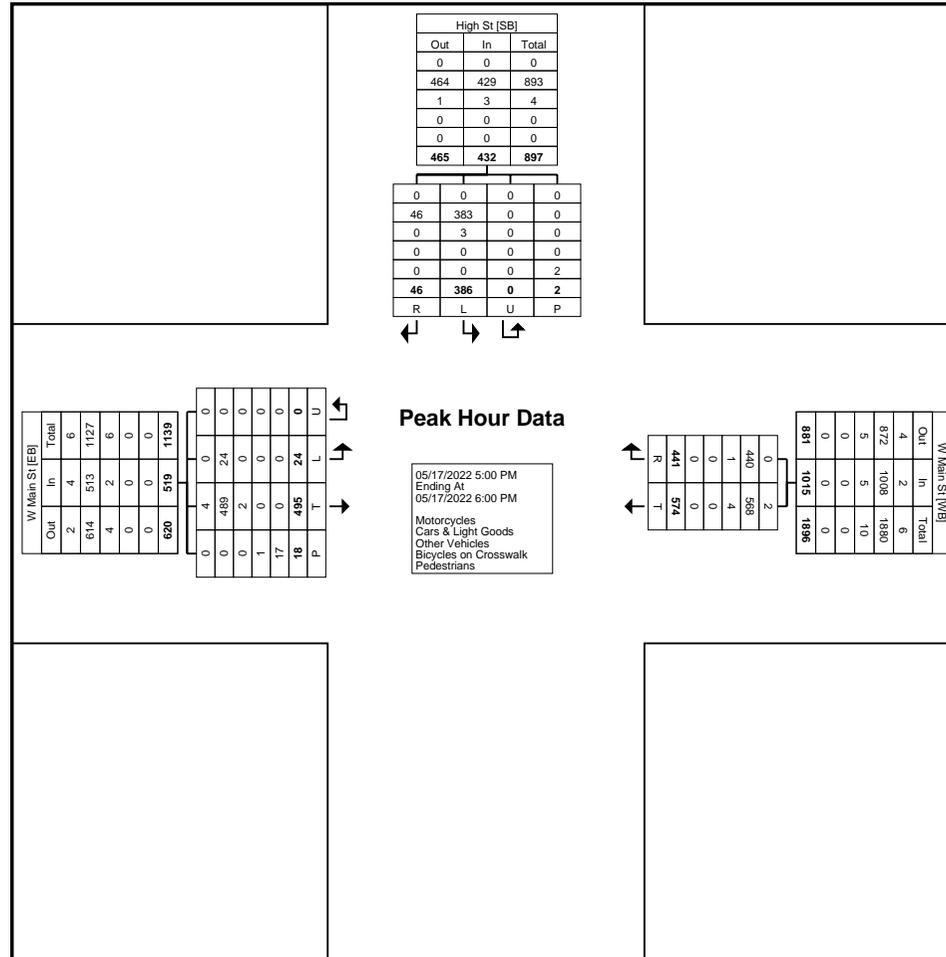
Coatesville , Pennsylvania, United States 19320  
610-517-2338 bkarz@tstdata.com

Count Name: W Main St & High St  
Site Code:  
Start Date: 05/17/2022  
Page No: 6

Victor, New York  
May 17, 2022

### Turning Movement Peak Hour Data (5:00 PM)

Start Time	High St Southbound					W Main St Westbound			W Main St Eastbound				Int. Total	
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	App. Total	Thru	Left	U-Turn	Peds		App. Total
5:00 PM	10	97	0	0	107	95	162	257	105	3	0	0	108	472
5:15 PM	13	97	0	2	110	108	148	256	130	6	0	16	136	502
5:30 PM	11	87	0	0	98	110	145	255	129	6	0	2	135	488
5:45 PM	12	105	0	0	117	128	119	247	131	9	0	0	140	504
Total	46	386	0	2	432	441	574	1015	495	24	0	18	519	1966
Approach %	10.6	89.4	0.0	-	-	43.4	56.6	-	95.4	4.6	0.0	-	-	-
Total %	2.3	19.6	0.0	-	22.0	22.4	29.2	51.6	25.2	1.2	0.0	-	26.4	-
PHF	0.885	0.919	0.000	-	0.923	0.861	0.886	0.987	0.945	0.667	0.000	-	0.927	0.975
Motorcycles	0	0	0	-	0	0	2	2	4	0	0	-	4	6
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.3	0.2	0.8	0.0	-	-	0.8	0.3
Cars & Light Goods	46	383	0	-	429	440	568	1008	489	24	0	-	513	1950
% Cars & Light Goods	100.0	99.2	-	-	99.3	99.8	99.0	99.3	98.8	100.0	-	-	98.8	99.2
Other Vehicles	0	3	0	-	3	1	4	5	2	0	0	-	2	10
% Other Vehicles	0.0	0.8	-	-	0.7	0.2	0.7	0.5	0.4	0.0	-	-	0.4	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	5.6	-	-
Pedestrians	-	-	-	2	-	-	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	94.4	-	-



Turning Movement Peak Hour Data Plot (5:00 PM)

**Traffic Counts  
Route 96 & School Street**



Tri-State Traffic Data: New York Division  
184 Baker Rd

Coatesville , Pennsylvania, United States 19320  
610-517-2338 bkarz@tstdata.com

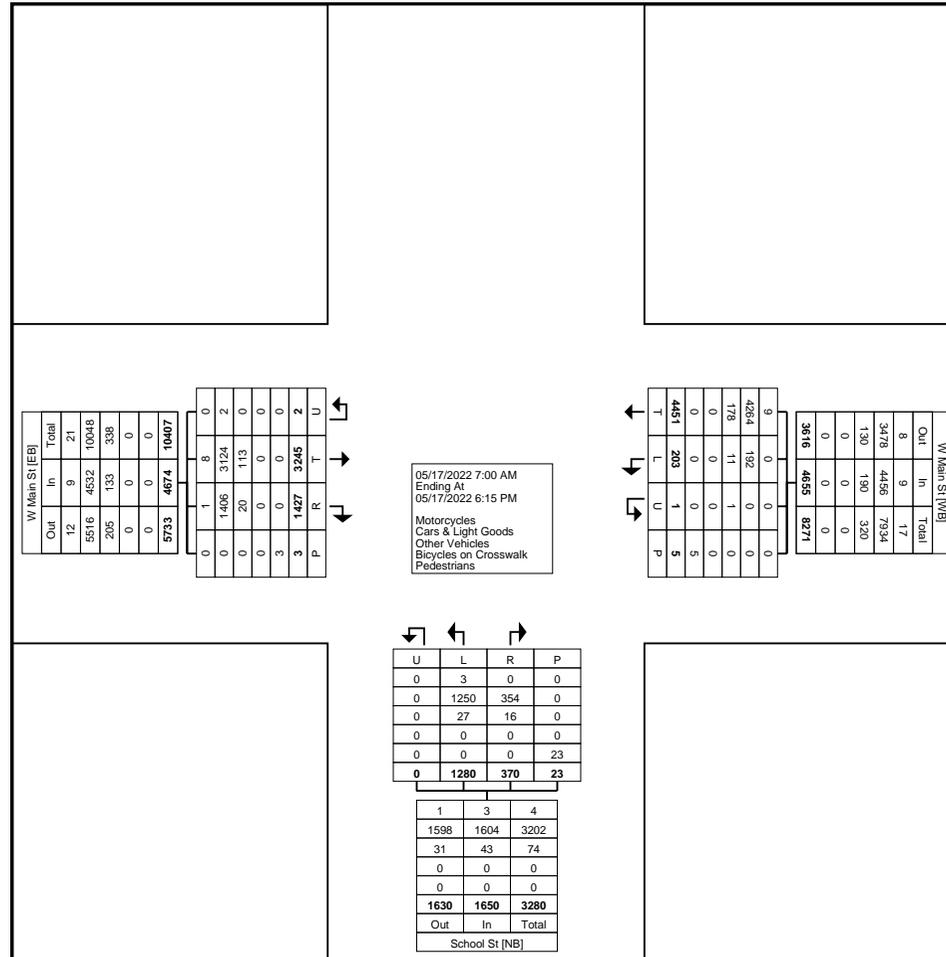
Count Name: W Main St & School St  
Site Code:  
Start Date: 05/17/2022  
Page No: 1

### Turning Movement Data

Start Time	W Main St Westbound					School St Northbound					W Main St Eastbound					Int. Total		
	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	U-Turn		Peds	App. Total
7:00 AM	197	6	0	0	203	4	11	52	0	2	67	12	6	61	0	0	79	349
7:15 AM	214	2	0	1	216	2	2	107	0	0	111	31	7	123	0	0	161	488
7:30 AM	191	19	0	0	210	5	4	43	0	1	52	29	9	131	0	0	169	431
7:45 AM	221	12	0	0	233	2	6	44	0	0	52	18	10	116	0	0	144	429
Hourly Total	823	39	0	1	862	13	23	246	0	3	282	90	32	431	0	0	553	1697
8:00 AM	210	11	0	0	221	7	4	39	0	0	50	19	6	109	0	0	134	405
8:15 AM	175	8	0	0	183	3	10	29	0	1	42	29	6	144	0	0	179	404
8:30 AM	209	7	0	0	216	6	7	41	0	0	54	34	8	129	0	1	171	441
8:45 AM	200	4	0	0	204	8	6	47	0	1	61	29	9	152	0	0	190	455
Hourly Total	794	30	0	0	824	24	27	156	0	2	207	111	29	534	0	1	674	1705
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	174	8	0	0	182	9	6	47	0	1	62	32	23	145	0	0	200	444
2:15 PM	171	9	0	0	180	14	7	36	0	1	57	55	23	137	0	0	215	452
2:30 PM	174	10	0	1	184	18	3	64	0	5	85	50	41	143	0	0	234	503
2:45 PM	168	11	0	0	179	7	5	73	0	0	85	40	29	151	0	0	220	484
Hourly Total	687	38	0	1	725	48	21	220	0	7	289	177	116	576	0	0	869	1883
3:00 PM	133	5	0	2	138	19	0	58	0	5	77	47	19	131	0	1	197	412
3:15 PM	109	5	1	1	115	13	6	60	0	1	79	31	26	141	0	1	198	392
3:30 PM	182	8	0	0	190	12	6	48	0	2	66	45	18	127	0	0	190	446
3:45 PM	191	8	0	0	199	12	3	42	0	0	57	53	34	149	0	0	236	492
Hourly Total	615	26	1	3	642	56	15	208	0	8	279	176	97	548	0	2	821	1742
4:00 PM	164	9	0	0	173	17	3	61	0	2	81	53	25	140	0	0	218	472
4:15 PM	196	11	0	0	207	23	2	71	0	1	96	46	44	139	0	0	229	532
4:30 PM	187	4	0	0	191	16	1	62	0	0	79	38	44	141	0	0	223	493
4:45 PM	196	18	0	0	214	10	1	55	0	0	66	39	39	129	1	0	208	488
Hourly Total	743	42	0	0	785	66	7	249	0	3	322	176	152	549	1	0	878	1985
5:00 PM	192	5	0	0	197	23	0	62	0	0	85	26	35	141	0	0	202	484
5:15 PM	199	6	0	0	205	12	1	43	0	0	56	56	22	151	0	0	229	490
5:30 PM	200	8	0	0	208	12	2	52	0	0	66	32	34	159	0	0	225	499
5:45 PM	198	9	0	0	207	20	0	44	0	0	64	45	21	156	1	0	223	494
Hourly Total	789	28	0	0	817	67	3	201	0	0	271	159	112	607	1	0	879	1967
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4451	203	1	5	4655	274	96	1280	0	23	1650	889	538	3245	2	3	4674	10979

Approach %	95.6	4.4	0.0	-	-	16.6	5.8	77.6	0.0	-	-	19.0	11.5	69.4	0.0	-	-	-
Total %	40.5	1.8	0.0	-	42.4	2.5	0.9	11.7	0.0	-	15.0	8.1	4.9	29.6	0.0	-	42.6	-
Motorcycles	9	0	0	-	9	0	0	3	0	-	3	0	1	8	0	-	9	21
% Motorcycles	0.2	0.0	0.0	-	0.2	0.0	0.0	0.2	-	-	0.2	0.0	0.2	0.2	0.0	-	0.2	0.2
Cars & Light Goods	4264	192	0	-	4456	262	92	1250	0	-	1604	875	531	3124	2	-	4532	10592
% Cars & Light Goods	95.8	94.6	0.0	-	95.7	95.6	95.8	97.7	-	-	97.2	98.4	98.7	96.3	100.0	-	97.0	96.5
Other Vehicles	178	11	1	-	190	12	4	27	0	-	43	14	6	113	0	-	133	366
% Other Vehicles	4.0	5.4	100.0	-	4.1	4.4	4.2	2.1	-	-	2.6	1.6	1.1	3.5	0.0	-	2.8	3.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	23	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

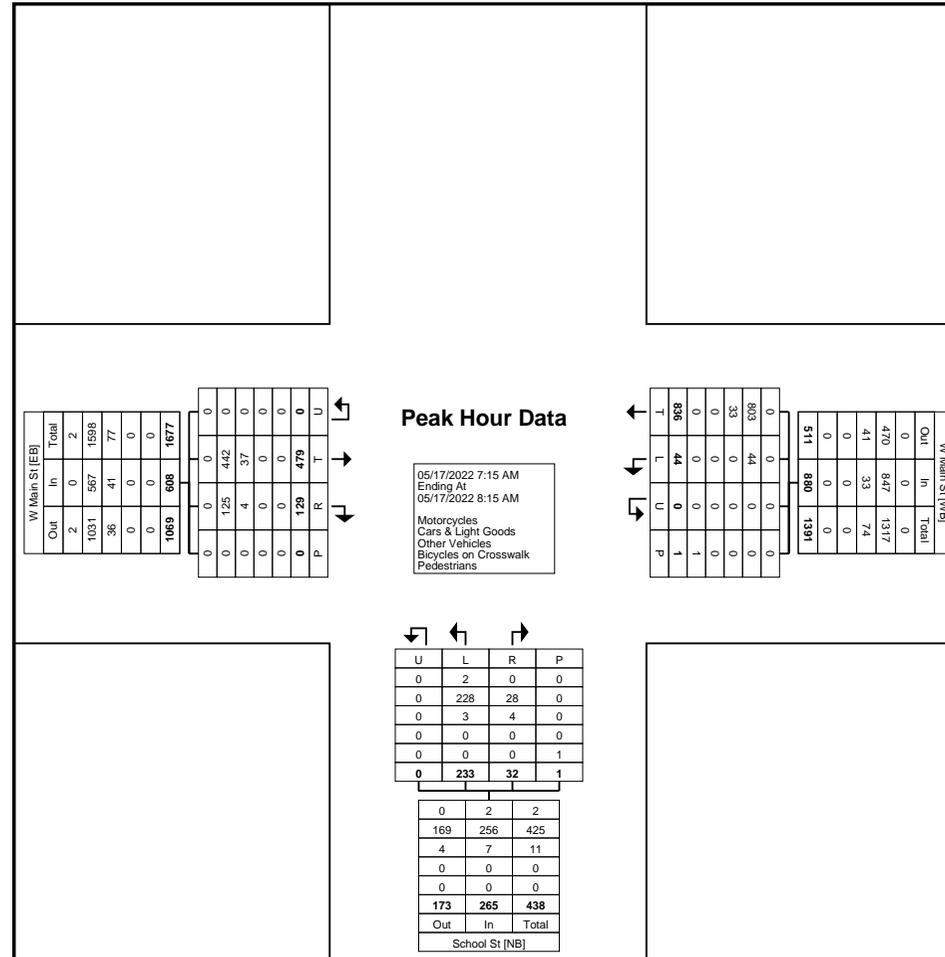
Victor, New York  
May 17, 2022



Turning Movement Data Plot



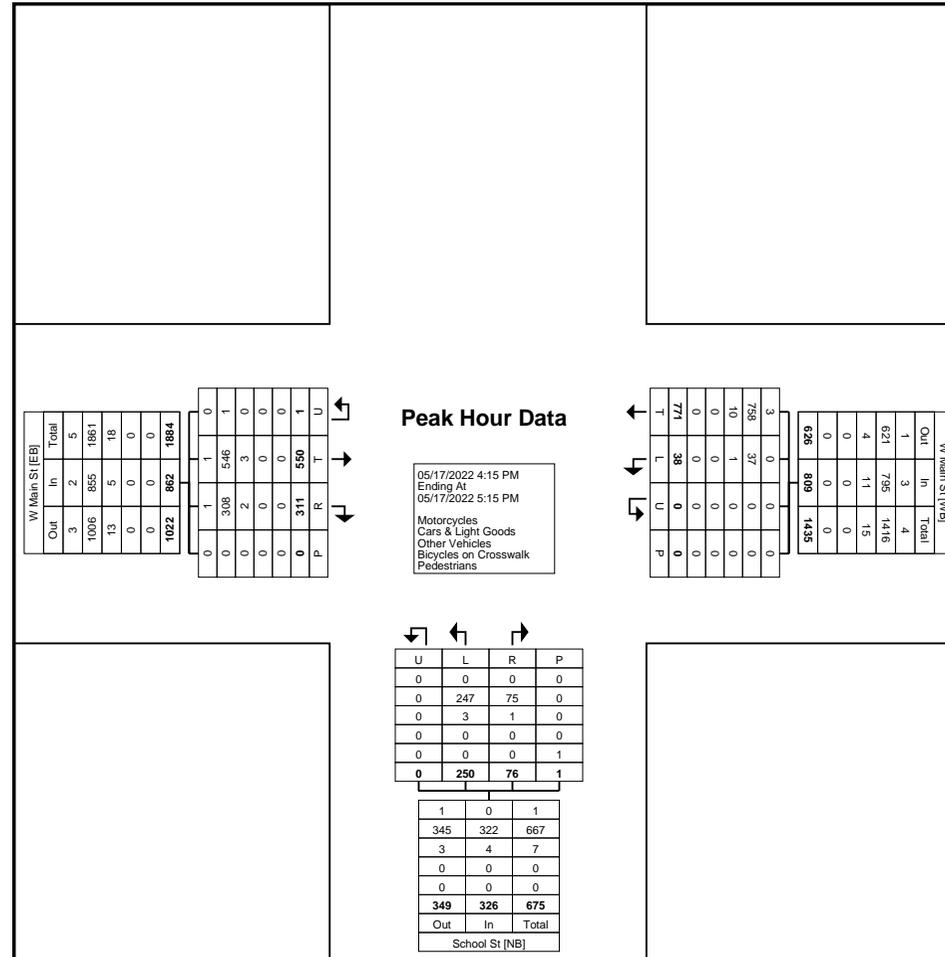
Victor, New York  
May 17, 2022



Turning Movement Peak Hour Data Plot (7:15 AM)



Victor, New York  
May 17, 2022



Turning Movement Peak Hour Data Plot (4:15 PM)

**Traffic Counts**  
**Route 96 & Maple Ave**



Tri-State Traffic Data: New York Division  
184 Baker Rd

Coatesville, Pennsylvania, United States 19320  
610-517-2338 bkarz@tstdata.com

Count Name: W Main St & Maple Ave  
Site Code:  
Start Date: 05/17/2022  
Page No: 1

### Turning Movement Data

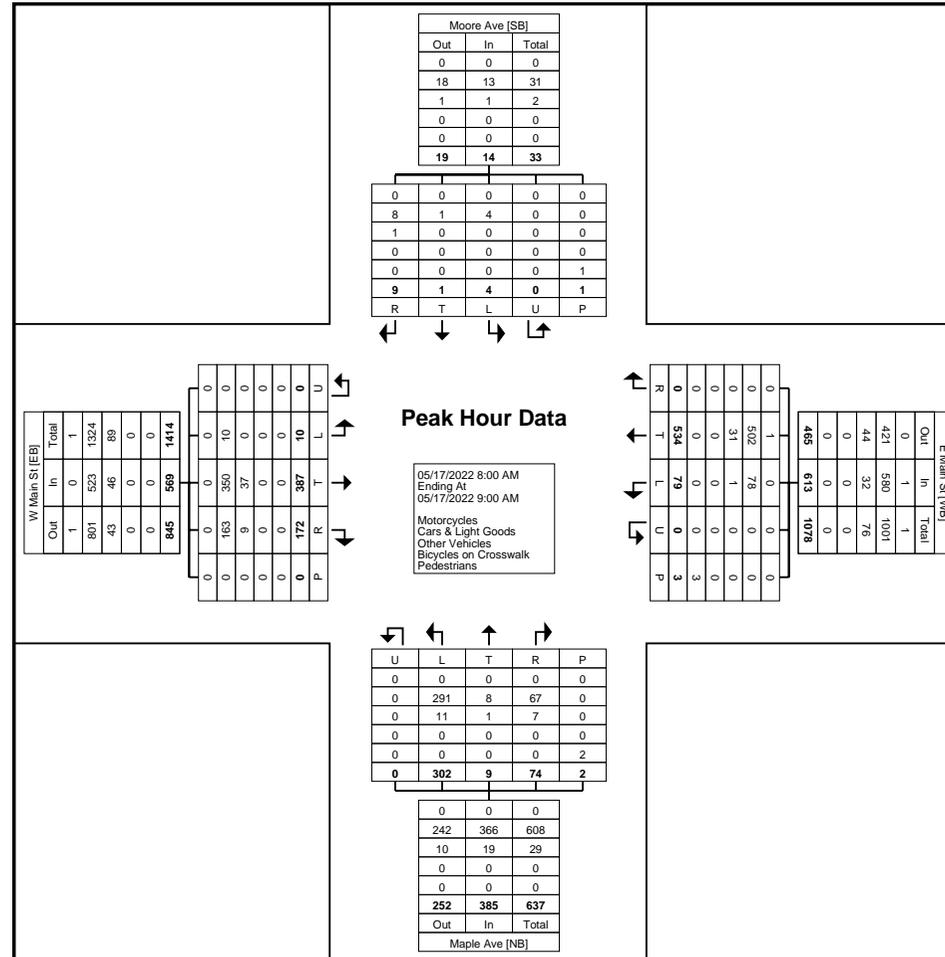
Start Time	Moore Ave Southbound							E Main St Westbound							Maple Ave Northbound							W Main St Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	1	1	0	0	0	3	1	0	128	22	0	0	151	8	6	0	82	0	2	96	15	10	52	0	0	0	77	327
7:15 AM	2	1	0	1	0	0	4	0	0	100	29	0	0	129	9	6	0	110	0	0	125	12	34	70	5	0	0	121	379
7:30 AM	2	0	0	1	0	0	3	0	0	136	22	0	0	158	12	6	2	75	0	0	95	34	20	93	1	0	0	148	404
7:45 AM	2	0	1	0	0	1	3	0	0	134	17	0	1	151	7	8	4	103	0	0	122	26	19	73	5	0	0	123	399
Hourly Total	7	2	2	2	0	1	13	1	0	498	90	0	1	589	36	26	6	370	0	2	438	87	83	288	11	0	0	469	1509
8:00 AM	3	0	0	0	0	0	3	0	0	134	21	0	1	155	13	7	1	76	0	0	97	16	16	87	4	0	0	123	378
8:15 AM	1	0	1	0	0	0	2	0	0	126	15	0	0	141	15	5	3	71	0	1	94	27	27	97	2	0	0	153	390
8:30 AM	3	0	0	0	0	0	3	0	0	151	18	0	1	169	13	2	2	74	0	0	91	26	17	93	1	0	0	137	400
8:45 AM	2	0	0	4	0	1	6	0	0	123	25	0	1	148	14	5	3	81	0	1	103	23	20	110	3	0	0	156	413
Hourly Total	9	0	1	4	0	1	14	0	0	534	79	0	3	613	55	19	9	302	0	2	385	92	80	387	10	0	0	569	1581
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	1	1	3	2	0	0	7	1	0	123	24	0	3	148	18	2	3	54	0	2	77	31	11	118	5	0	0	165	397
2:15 PM	7	0	0	2	0	1	9	0	0	133	25	0	3	158	17	7	1	54	0	2	79	7	15	133	5	0	1	160	406
2:30 PM	4	1	5	2	0	2	12	1	0	130	25	0	1	156	21	8	5	55	0	5	89	20	9	125	6	0	1	160	417
2:45 PM	4	1	1	1	0	6	7	0	0	111	23	0	3	134	16	4	2	74	0	2	96	20	18	123	3	0	0	164	401
Hourly Total	16	3	9	7	0	9	35	2	0	497	97	0	10	596	72	21	11	237	0	11	341	78	53	499	19	0	2	649	1621
3:00 PM	1	1	4	1	0	1	7	2	0	81	21	0	0	104	17	9	1	58	0	2	85	18	10	131	6	0	1	165	361
3:15 PM	2	1	2	1	0	0	6	0	0	52	32	0	0	84	33	5	0	53	0	0	91	24	14	119	3	0	0	160	341
3:30 PM	0	1	2	3	0	5	6	6	0	120	40	0	0	166	19	5	3	68	0	1	95	6	18	115	3	0	2	142	409
3:45 PM	3	2	2	4	0	18	11	1	0	136	28	0	19	165	24	3	1	63	0	0	91	13	20	125	3	0	0	161	428
Hourly Total	6	5	10	9	0	24	30	9	0	389	121	0	19	519	93	22	5	242	0	3	362	61	62	490	15	0	3	628	1539
4:00 PM	1	0	1	2	0	15	4	1	0	105	20	0	14	126	22	7	1	75	0	4	105	11	17	141	2	0	1	171	406
4:15 PM	9	0	1	1	0	0	11	1	0	116	39	0	0	156	25	6	3	90	0	0	124	9	19	126	4	1	1	159	450
4:30 PM	7	1	5	8	0	0	21	0	0	126	39	0	0	165	26	9	1	68	0	0	104	7	15	129	4	0	0	155	445
4:45 PM	3	1	3	4	0	0	11	1	0	123	47	0	0	171	22	9	3	88	0	2	122	8	20	114	3	0	0	145	449
Hourly Total	20	2	10	15	0	15	47	3	0	470	145	0	14	618	95	31	8	321	0	6	455	35	71	510	13	1	2	630	1750
5:00 PM	2	0	3	4	0	0	9	2	0	131	24	0	0	157	28	6	1	77	0	0	112	8	11	147	1	0	0	167	445
5:15 PM	1	1	1	1	0	1	4	1	0	123	31	0	1	155	29	5	3	84	0	0	121	10	14	133	2	0	0	159	439
5:30 PM	1	1	0	2	0	0	4	0	0	139	32	0	1	171	13	5	1	68	0	2	87	15	22	125	10	0	0	172	434
5:45 PM	0	0	2	4	0	0	6	0	0	138	27	0	0	165	18	8	3	71	0	0	100	23	8	137	6	0	0	174	445
Hourly Total	4	2	6	11	0	1	23	3	0	531	114	0	2	648	88	24	8	300	0	2	420	56	55	542	19	0	0	672	1763
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	62	14	38	48	0	51	162	18	0	2919	646	0	49	3583	439	143	47	1772	0	26	2401	409	404	2716	87	1	7	3617	9763
Approach %	38.3	8.6	23.5	29.6	0.0	-	-	0.5	0.0	81.5	18.0	0.0	-	-	18.3	6.0	2.0	73.8	0.0	-	-	11.3	11.2	75.1	2.4	0.0	-	-	-
Total %	0.6	0.1	0.4	0.5	0.0	-	1.7	0.2	0.0	29.9	6.6	0.0	-	36.7	4.5	1.5	0.5	18.2	0.0	-	24.6	4.2	4.1	27.8	0.9	0.0	-	37.0	-

Motorcycles	0	0	0	0	0	-	0	2	0	5	2	0	-	9	1	1	0	2	0	-	4	1	1	7	0	0	-	9	22
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	11.1	-	0.2	0.3	-	-	0.3	0.2	0.7	0.0	0.1	-	-	0.2	0.2	0.2	0.3	0.0	0.0	-	0.2	0.2
Cars & Light Goods	57	14	38	48	0	-	157	15	0	2786	634	0	-	3435	416	138	46	1724	0	-	2324	391	393	2601	86	1	-	3472	9388
% Cars & Light Goods	91.9	100.0	100.0	100.0	-	-	96.9	83.3	-	95.4	98.1	-	-	95.9	94.8	96.5	97.9	97.3	-	-	96.8	95.6	97.3	95.8	98.9	100.0	-	96.0	96.2
Other Vehicles	5	0	0	0	0	-	5	1	0	128	10	0	-	139	22	4	1	46	0	-	73	17	10	108	1	0	-	136	353
% Other Vehicles	8.1	0.0	0.0	0.0	-	-	3.1	5.6	-	4.4	1.5	-	-	3.9	5.0	2.8	2.1	2.6	-	-	3.0	4.2	2.5	4.0	1.1	0.0	-	3.8	3.6
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	3.9	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	49	-	-	-	-	-	-	49	-	-	-	-	-	-	26	-	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	96.1	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-





Victor, New York  
May 17, 2022



Turning Movement Peak Hour Data Plot (8:00 AM)



Tri-State Traffic Data: New York Division  
184 Baker Rd

Coatesville, Pennsylvania, United States 19320  
610-517-2338 bkarz@tstdata.com

Count Name: W Main St & Maple Ave  
Site Code:  
Start Date: 05/17/2022  
Page No: 6

Victor, New York  
May 17, 2022

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Moore Ave Southbound							E Main St Westbound							Maple Ave Northbound							W Main St Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	9	0	1	1	0	0	11	1	0	116	39	0	0	156	25	6	3	90	0	0	124	9	19	126	4	1	1	159	450
4:30 PM	7	1	5	8	0	0	21	0	0	126	39	0	0	165	26	9	1	68	0	0	104	7	15	129	4	0	0	155	445
4:45 PM	3	1	3	4	0	0	11	1	0	123	47	0	0	171	22	9	3	88	0	2	122	8	20	114	3	0	0	145	449
5:00 PM	2	0	3	4	0	0	9	2	0	131	24	0	0	157	28	6	1	77	0	0	112	8	11	147	1	0	0	167	445
Total	21	2	12	17	0	0	52	4	0	496	149	0	0	649	101	30	8	323	0	2	462	32	65	516	12	1	1	626	1789
Approach %	40.4	3.8	23.1	32.7	0.0	-	-	0.6	0.0	76.4	23.0	0.0	-	-	21.9	6.5	1.7	69.9	0.0	-	-	5.1	10.4	82.4	1.9	0.2	-	-	-
Total %	1.2	0.1	0.7	1.0	0.0	-	2.9	0.2	0.0	27.7	8.3	0.0	-	36.3	5.6	1.7	0.4	18.1	0.0	-	25.8	1.8	3.6	28.8	0.7	0.1	-	35.0	-
PHF	0.583	0.500	0.600	0.531	0.000	-	0.619	0.500	0.000	0.947	0.793	0.000	-	0.949	0.902	0.833	0.667	0.897	0.000	-	0.931	0.889	0.813	0.878	0.750	0.250	-	0.937	0.994
Motorcycles	0	0	0	0	0	-	0	0	0	2	0	0	-	2	1	1	0	1	0	-	3	0	0	1	0	0	-	1	6
% Motorcycles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.4	0.0	-	-	0.3	1.0	3.3	0.0	0.3	-	-	0.6	0.0	0.0	0.2	0.0	0.0	-	0.2	0.3
Cars & Light Goods	21	2	12	17	0	-	52	4	0	486	149	0	-	639	98	28	8	318	0	-	452	32	65	510	12	1	-	620	1763
% Cars & Light Goods	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	98.0	100.0	-	-	98.5	97.0	93.3	100.0	98.5	-	-	97.8	100.0	100.0	98.8	100.0	100.0	-	99.0	98.5
Other Vehicles	0	0	0	0	0	-	0	0	0	8	0	0	-	8	2	1	0	4	0	-	7	0	0	5	0	0	-	5	20
% Other Vehicles	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	1.6	0.0	-	-	1.2	2.0	3.3	0.0	1.2	-	-	1.5	0.0	0.0	1.0	0.0	0.0	-	0.8	1.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

