

MEETING MINUTES
Lower Main Street Rehabilitation Project
PIN 5761.21
Stakeholders Design Meeting

DATE: June 8, 2016
TIME: 9:00 AM
LOCATION: City Hall Room 502 Conference Room
ATTENDEES: See attached sign-in sheet
ATTACHMENTS: Sign In Sheet

A meeting was held with the City of Buffalo, Buffalo Place, and the Stakeholders to discuss scope and schedule related to the Lower Main Street Rehabilitation Project. Introductions were made by Mike Finn and an agenda was distributed to all. A summary of the meeting discussions are as follows:

Project Limits:

Project limits range from Scott Street to Exchange Street.

- Current south limit is just south of Scott Street. Location of double cross-over is to be discussed further at June 29, 2016 meeting.
- North limit will be the north side of Exchange Street at south limit of floating slab at the tower.

All work must be completed within the project limits defined in the Tiger Grant.

Project Schedule:

The schedule for the Lower Main Street Rehabilitation Project was stipulated by the approved Tiger Grant agreement. The design decisions need to be complete by early August. The next deadline is Mid-November when final PS&E documents need to be completed. The contract bid for this project will take place in January 2017. Construction is scheduled to begin in spring 2017, with the approximate completion in fall 2018.

General Project Scope:

General scope for the project is as follows. Reconstruction of sidewalk and track bed of the metro rail. On-street parking provided on each side of the street, with mountable curb access. The removal of the existing mid-block double cross-over will be replaced by a new double cross-over just south of Scott Street. A mid-block Traffic Signal for a new driveway and crosswalk will be provided, along with signal improvements at the existing intersections. The outbound station south platform and inbound station north platform will both be removed. A new center median will be installed, and catenary poles will be relocated where necessary to remain clear of station platforms and mid-block intersection. Signal controller upgrades to interface with the train control system will also be needed. Utility work includes new duct banks, drainage, and street lighting along the block. Landscape and streetscape features, similar to the previously constructed 500, 600, and 700 blocks of Main Street will also be included as part of this project.

Specific Scope Questions/Comments:

Mike Gilbert questioned why the new double crossover will be moved just south of Scott Street which is a prime area that gets very congested. Pete Ringo conveyed that it needs to be moved off of the section being reopened to traffic to avoid conflicts between vehicles and trains sharing the track bed. This location currently has a single crossover which would be converted to a double. The existing infrastructure including the existing catenary poles for the single crossover will be utilized for the relocated double crossover and no additional infrastructure will be required except for the new track bed, track and switches. The only above ground feature would likely be a small switch cabinet located behind the Events station platform. Mike Gilbert asked if it could be moved south of the Harbor Center block. The Tiger Grant limits are currently north of Perry Street as needed for the crossover. Mike Schmand asked if the crossover could be moved under the tower north of Exchange Street since roadway lanes currently go around the track bed. The future phases will include traffic on the track bed for the full length north of Scott Street which would create a conflict. Mike Finn agreed to reach out to the NFTA to have them review any operational concerns, and setup an on-site meeting with the stakeholders group, NFTA, City and Design Team to review the location and discuss options for the crossover.

The current parking design incorporates bollards that can be moved to open or close parking spaces in station boarding zones. Mike Schmand asked if the 600 Block style cut-in parking could be used outside of the station zones. Pete Ringo conveyed that the main reason for elevated parking is shallow utilities such as the 48-inch water line, and the shallow CSX tunnel that the pavements will cross. Steve Ranalli questioned if there is room to replace the trackbed above the tunnel if there wouldn't be room to do something similar to cut-in parking. Field verification of utility and tunnel depths is planned and the cut-in parking option will be explored further.

Steve Ranalli added that in regards to parking near the canal, it is preferred to eliminate spaces rather than blocking the view shed across this area. Steve will review and markup a plan and provide suggestions regarding streetscape layout in this area.

Landscape Design: Greg Leonard suggested improvements to the area around the Tim Horton Statue and portions of the existing sidewalk adjacent to this project. Both areas are outside of the project right-of-way. Mike Finn stated that a Betterment agreement could be worked out between the City and the Erie Canal Harbor Development Corporation to incorporate these areas into construction. Greg also suggested that the area under the I190 overpass be provided with additional lighting. Steve Ranalli agreed and offered to provide suggestions for that area during design. Additional lighting work may also be considered under a Betterment as well. Work associated with the I190 underpass will require coordination with the New York State Thruway Authority. Coordination with CSX will be required for work associated with the train tunnel below Main Street.

Pete Ringo described the proposed driveway and signal location for Main Street access to the Marriot Hotel. Jeremy Brooks stated that Benderson would review the concept and provide their feedback. Benderson will also provide record drawings for the hotel project for site work in the area along the east side of the Lower Main project.

Steve Ranalli will provide information on the existing sheet piling including structural capacity at former Aud site. Greg Leonard will design beyond the ROW for future work but show limits to the existing ROW under this project. Temporary fencing will be relocated to the project work limits along this section.

Steve Ranalli asked for consideration for accommodating the relocation of utilities around the City development parcel at the northeast corner of Main and Scott Streets. Steve mentioned that the Children's museum construction is scheduled to break ground a month before Lower Main construction. Main Street will need to be crossed by construction

vehicles and for steel delivery for the building. This will need to be coordinated with all parties and contractors during construction

Next Stakeholders Meeting

The next Stakeholders meeting for the project is scheduled for Wednesday June 29, 2016, at 10:00 A.M., at the Main Street field office at 241 Main Street (3rd floor Main/Seneca Building).

These Meeting Minutes represent our understanding of the items discussed and/or agreed upon during this meeting. Any additions, corrections, or revisions by those present shall be directed (in writing) to the undersigned or they will be considered accurate and complete.

Respectfully Submitted,



DiDonato Associates

cc: Attendees
att.: Sign in Sheet
Chris Renn, NYSDOT