



Appendices

Priority Projects

1. Safety Improvements for Pedestrian Crossing at West Dominick/ North James Intersection / Compass Pavement Design and Gateway Markers	\$225,147.01
2. Mill Street Improvements	\$686,595.24
3. East Dominick Planting along Railroad Median	\$85,634.70
4. Gateway at North James/Erie Boulevard: North James Landscape Median with Gateway Markers	\$207,313.66
5. East Dominick Planted Median	\$351,418.64
6. West Dominick Planted Median	\$400,341.24

Second Priority Projects

1. North James Street	\$2,496,976.00
2. South James Street Commercial Zone	\$592,815.28
3. West Dominick Street	\$1,386,234.53
4. East Dominick Street Commercial Zone	\$1,881,372.81
5. Bellamy Harbour Park	\$727,572.17

Third Priority Projects

1. South James Street Residential Zone	\$989,402.85
2. East Dominick Street Residential Zone	\$904,091.26
3. Reconstruct Spaghetti Junction / Eliminate Underpass and Create at Grade Intersection	\$1,461,751.96

Note: All costs are 2005 construction costs. The appropriate rate of inflation will need to be applied to work done in future years. Other factors may influence future costs as well, including the price of gasoline, market demand for construction materials, impact of natural disasters like Katrina, etc.

High Priority Project

West Dominick/ North James Intersection / Compass Pavement Design and Gateway Markers				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
ASPHALT PATCH	SF	226	\$3.75	\$847.50
COLORED SURFACE TREATMENT	SF	6278	\$18.00	\$113,004.00
SAWCUTTING	LF	245	\$0.65	\$159.25
CONCRETE CURB	LF	145	\$20.00	\$2,900.00
CONCRETE SIDEWALK	SY	136	\$60.00	\$8,160.00
GATEWAY MARKERS	EA	2	\$23,398.60	\$46,797.20
SUBTOTAL				\$171,867.95
MAINTENANCE OF TRAFFIC (5%)		\$8,593.40		\$8,593.40
SURVEY & STAKEOUT (2%)		\$3,437.36		\$3,437.36
MOBILIZATION (4%)		\$6,874.72		\$6,874.72
CONTINGENCIES (20%)		\$34,373.59		\$34,373.59
TOTAL				\$225,147.01

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PRIORITY PROJECT

MILL STREET SIDEWALK (DOMINICK STREET TO MALLORY STREET)				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
ASPHALT CONC DRIVES	T	11	\$100.00	\$1,100.00
EXCAVATION FOR DRIVES	CY	740	\$14.00	\$10,360.00
SUBBASE FOR DRIVES	CY	8	\$30.00	\$240.00
STRUCTURAL SOIL	CY	740	\$40.00	\$29,600.00
SAWCUTTING	LF	90	\$0.65	\$58.50
CONCRETE CURB	LF	320	\$20.00	\$6,400.00
CONCRETE SIDEWALK	SY	440	\$60.00	\$26,400.00
TOPSOIL	CY	38	\$50.00	\$1,900.00
ESTABLISHING TURF	SY	440	\$1.00	\$440.00
STRIPING	LF	360	\$0.20	\$72.00
TREES	EA	20	\$500.00	\$10,000.00
LIGHTING	EA	10	\$3,000.00	\$30,000.00
SUBTOTAL				\$116,570.50
MAINTENANCE OF TRAFFIC (5%)		\$5,828.53		\$5,828.53
SURVEY & STAKEOUT (2%)		\$2,331.41		\$2,331.41
MOBILIZATION (4%)		\$4,662.82		\$4,662.82
CONTINGENCIES (20%)		\$23,314.10		\$23,314.10
TOTAL				\$152,707.36

PRIORITY PROJECT

EAST DOMINICK PLANTING ALONG RAILROAD MEDIAN				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
TREES	EA	54	\$500.00	\$27,000.00
PERRENIALS	EA	1279	\$30.00	\$38,370.00
SUBTOTAL				\$65,370.00
MAINTENANCE OF TRAFFIC (5%)		\$3,268.50		\$3,268.50
SURVEY & STAKEOUT (2%)		\$1,307.40		\$1,307.40
MOBILIZATION (4%)		\$2,614.80		\$2,614.80
CONTINGENCIES (20%)		\$13,074.00		\$13,074.00
TOTAL				\$85,634.70

PRIORITY PROJECT

GATEWAY: NORTH JAMES STREET PLANTED MEDIAN (Dominick to Erie)				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
ASPHALT CONCRETE PATCH	SF	786	\$3.75	\$2,947.50
EXCAVATION	CY	251	\$14.00	\$3,514.00
SAWCUTTING	LF	528	\$0.65	\$343.20
REMOVE EX. ASPHALT	SY	370	\$5.00	\$1,850.00
CONCRETE CURB	LF	520	\$20.00	\$10,400.00
TOPSOIL	CY	134	\$50.00	\$6,700.00
TREES	EA	8	\$500.00	\$4,000.00
SHRUBS	EA	96	\$50.00	\$4,800.00
DRY LAID STONE WALL	FF	1100	\$50.00	\$55,000.00
BRICK PAVERS	SF	380	\$15.00	\$5,700.00
GATEWAY WALL	LS	1	\$37,500.00	\$37,500.00
DOUBLE HEADED LIGHT FIXTURES	EA	3	\$3,500.00	\$10,500.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUBTOTAL				\$158,254.70
MAINTENANCE OF TRAFFIC (5%)		\$7,912.74		\$7,912.74
SURVEY & STAKEOUT (2%)		\$3,165.09		\$3,165.09
MOBILIZATION (4%)		\$6,330.19		\$6,330.19
CONTINGENCIES (20%)		\$31,650.94		\$31,650.94
TOTAL				\$207,313.66

PRIORITY PROJECT

EAST DOMINICK STREET PLANTED MEDIAN				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
ASPHALT CONCRETE PATCH	SF	1485	\$3.75	\$5,568.75
EXCAVATION	CY	354	\$14.00	\$4,956.00
SAWCUTTING	LF	975	\$0.65	\$633.75
REMOVE EX. ASPHALT	SY	930	\$5.00	\$4,650.00
CONCRETE CURB	LF	985	\$20.00	\$19,700.00
TOPSOIL	CY	277	\$50.00	\$13,850.00
TREES	EA	15	\$500.00	\$7,500.00
SHRUBS	EA	240	\$50.00	\$12,000.00
DRY LAID STONE WALL	FF	1936	\$50.00	\$96,800.00
BRICK PAVERS	SF	1940	\$15.00	\$29,100.00
GATEWAY WALL	LS	1	\$37,500.00	\$37,500.00
DOUBLE HEADED LIGHT FIXTURES	EA	6	\$3,500.00	\$21,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUBTOTAL				\$268,258.50
MAINTENANCE OF TRAFFIC (5%)			\$13,412.93	\$13,412.93
SURVEY & STAKEOUT (2%)			\$5,365.17	\$5,365.17
MOBILIZATION (4%)			\$10,730.34	\$10,730.34
CONTINGENCIES (20%)			\$53,651.70	\$53,651.70
TOTAL				\$351,418.64

PRIORITY PROJECT

WEST DOMINICK STREET PLANTED MEDIAN				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
ASPHALT CONCRETE PATCH	SF	1880	\$3.75	\$7,050.00
EXCAVATION	CY	740	\$14.00	\$10,360.00
SAWCUTTING	LF	1260	\$0.65	\$819.00
REMOVE EX. ASPHALT	SY	1175	\$5.00	\$5,875.00
CONCRETE CURB	LF	1250	\$20.00	\$25,000.00
TOPSOIL	CY	740	\$50.00	\$37,000.00
LIGHTS	EA	0		\$0.00
TREES	EA	19	\$500.00	\$9,500.00
SHRUBS	EA	215	\$50.00	\$10,750.00
DRY LAID STONE WALL	FF	2400	\$50.00	\$120,000.00
BRICK PAVERS	SF	2650	\$15.00	\$39,750.00
DOUBLE HEADED LIGHT FIXTURES	EA	7	\$3,500.00	\$24,500.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUBTOTAL				\$305,604.00
MAINTENANCE OF TRAFFIC (5%)		\$15,280.20		\$15,280.20
SURVEY & STAKEOUT (2%)		\$6,112.08		\$6,112.08
MOBILIZATION (4%)		\$12,224.16		\$12,224.16
CONTINGENCIES (20%)		\$61,120.80		\$61,120.80
TOTAL				\$400,341.24

NORTH JAMES STREET				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
MILLING	SF	229200	\$0.20	\$45,840.00
ASPHALT CONCRETE	T	2813	\$48.00	\$135,024.00
COLORED SURFACE TREATMENT	SF	4138	\$18.00	\$74,484.00
ASPHALT CONC DRIVES	T	35	\$100.00	\$3,500.00
EXCAVATION FOR DRIVES	CY	1265	\$14.00	\$17,710.00
SUBBASE FOR DRIVES	CY	419	\$30.00	\$12,570.00
STRUCTURAL SOIL	CY	1265	\$40.00	\$50,600.00
TACK COAT	G	1604	\$5.00	\$8,020.00
SAWCUTTING	LF	6727	\$0.65	\$4,372.55
CONCRETE CURB	LF	6700	\$20.00	\$134,000.00
UNDERDRAIN	LF	7220	\$10.00	\$72,200.00
CONCRETE SIDEWALK	SY	2944	\$60.00	\$176,640.00
STAMPED CONCRETE	SY	3556	\$85.00	\$302,260.00
TOPSOIL	CY	1546	\$50.00	\$77,300.00
ESTABLISHING TURF	SY	1856	\$1.00	\$1,856.00
STRIPING	LF	7588	\$0.20	\$1,517.60
MH RIM ADJ. 604.07	EA	46	\$500.00	\$23,000.00
MH REMOVE & INSTALL NEW	EA	1	\$3,000.00	\$3,000.00
CB RIM ADJ. 604.07	EA	26	\$500.00	\$13,000.00
CB REMOVE & INSTALL NEW	EA	21	\$3,000.00	\$63,000.00
HYDRANT ADJ. 663.34	EA	4	\$500.00	\$2,000.00
WATER VALVES ADJ. 663.33	EA	43	\$200.00	\$8,600.00
TRAFFIC SIGNALS	INTERSECTION	4	\$75,000.00	\$300,000.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
LIGHTING	EA	64	\$3,000.00	\$192,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
GATEWAY MARKERS	EA	4	\$23,398.60	\$93,594.40
TREES	EA	44	\$500.00	\$22,000.00
BENCHES	EA	32	\$1,500.00	\$48,000.00
SUBTOTAL				\$1,906,088.55
MAINTENANCE OF TRAFFIC (5%)		\$95,304.43		\$95,304.43
SURVEY & STAKEOUT (2%)		\$38,121.77		\$38,121.77
MOBILIZATION (4%)		\$76,243.54		\$76,243.54
CONTINGENCIES (20%)		\$381,217.71		\$381,217.71
TOTAL				\$2,496,976.00

SOUTH JAMES STREET / RIDGE STREET TO ERIE BOULEVARD				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
MILLING	SF	70350	\$0.20	\$14,070.00
ASPHALT CONCRETE	T	863	\$48.00	\$41,424.00
ASPHALT CONC DRIVES	T	308	\$100.00	\$30,800.00
EXCAVATION FOR DRIVES	CY	388	\$14.00	\$5,432.00
SUBBASE FOR DRIVES	CY	403	\$30.00	\$12,090.00
TACK COAT	G	425	\$5.00	\$2,125.00
SAWCUTTING	LF	5615	\$0.65	\$3,649.75
CONCRETE CURB	LF	4115	\$20.00	\$82,300.00
UNDERDRAIN	LF	4115	\$10.00	\$41,150.00
CONCRETE SIDEWALK	SY	1020	\$60.00	\$61,200.00
TOPSOIL	CY	256	\$50.00	\$12,800.00
ESTABLISHING TURF	SY	3070	\$1.00	\$3,070.00
STRIPING	LF	4600	\$0.20	\$920.00
MH RIM ADJ. 604.07	EA	23	\$500.00	\$11,500.00
CB RIM ADJ. 604.07	EA	23	\$500.00	\$11,500.00
HYDRANT ADJ. 663.34	EA	1	\$500.00	\$500.00
WATER VALVES ADJ. 663.33	EA	15	\$200.00	\$3,000.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
TRASH RECEPTACLES	EA	2	\$1,500.00	\$3,000.00
TREES	EA	40	\$500.00	\$20,000.00
LIGHTING	EA	24	\$3,000.00	\$72,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUBTOTAL				\$452,530.75
MAINTENANCE OF TRAFFIC (5%)		\$22,626.54		\$22,626.54
SURVEY & STAKEOUT (2%)		\$9,050.62		\$9,050.62
MOBILIZATION (4%)		\$18,101.23		\$18,101.23
CONTINGENCIES (20%)		\$90,506.15		\$90,506.15
TOTAL				\$592,815.28

WEST DOMINICK STREET COST SUMMARY				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
MILLING	SF	123500	\$0.20	\$24,700.00
ASPHALT CONCRETE	T	1516	\$48.00	\$72,768.00
ASPHALT CONC DRIVES	T	181	\$100.00	\$18,100.00
EXCAVATION FOR DRIVES	CY	2315	\$14.00	\$32,410.00
SUBBASE FOR DRIVES	CY	529	\$30.00	\$15,870.00
STRUCTURAL SOIL	CY	1629	\$40.00	\$65,160.00
TACK COAT	G	865	\$5.00	\$4,325.00
SAWCUTTING	LF	5030	\$0.65	\$3,269.50
CONCRETE CURB	LF	5365	\$20.00	\$107,300.00
UNDERDRAIN	LF	6540	\$10.00	\$65,400.00
CONCRETE SIDEWALK	SY	3570	\$60.00	\$214,200.00
TOPSOIL	CY	214	\$50.00	\$10,700.00
ESTABLISHING TURF	SY	2560	\$1.00	\$2,560.00
STRIPING	LF	4180	\$0.20	\$836.00
MH RIM ADJ. 604.07	EA	25	\$500.00	\$12,500.00
CB RIM ADJ. 604.07	EA	27	\$500.00	\$13,500.00
HYDRANT ADJ. 663.34	EA	2	\$500.00	\$1,000.00
WATER VALVES ADJ. 663.33	EA	17	\$200.00	\$3,400.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
TREES	EA	132	\$500.00	\$66,000.00
TRASH RECEPTACLES	EA	4	\$1,500.00	\$6,000.00
BENCHES	EA	8	\$1,500.00	\$12,000.00
LIGHTING	EA	72	\$3,000.00	\$216,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
GATEWAY MARKERS	EA	3	\$23,398.60	\$70,195.80
SUBTOTAL				\$1,058,194.30
MAINTENANCE OF TRAFFIC (5%)		\$52,909.72		\$52,909.72
SURVEY & STAKEOUT (2%)		\$21,163.89		\$21,163.89
MOBILIZATION (4%)		\$42,327.77		\$42,327.77
CONTINGENCIES (20%)		\$211,638.86		\$211,638.86
TOTAL				\$1,386,234.53

EAST DOMINICK STREET (BLACK RIVER BOULEVARD TO SIXTH STREET)				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
MILLING	SF	172750	\$0.20	\$34,550.00
ASPHALT CONCRETE	T	2120	\$48.00	\$101,760.00
ASPHALT CONC DRIVES	T	258	\$100.00	\$25,800.00
EXCAVATION FOR DRIVES	CY	2433	\$14.00	\$34,062.00
SUBBASE FOR DRIVES	CY	510	\$30.00	\$15,300.00
STRUCTURAL SOIL	CY	2108	\$40.00	\$84,320.00
TACK COAT	G	980	\$5.00	\$4,900.00
SAWCUTTING	LF	10505	\$0.65	\$6,828.25
CONCRETE CURB	LF	10110	\$20.00	\$202,200.00
UNDERDRAIN	LF	11095	\$10.00	\$110,950.00
CONCRETE SIDEWALK	SY	3470	\$60.00	\$208,200.00
TOPSOIL	CY	816	\$50.00	\$40,800.00
ESTABLISHING TURF	SY	7400	\$1.00	\$7,400.00
STRIPING	LF	14975	\$0.20	\$2,995.00
MH RIM ADJ. 604.07	EA	40	\$500.00	\$20,000.00
CB RIM ADJ. 604.07	EA	34	\$500.00	\$17,000.00
HYDRANT ADJ. 663.34	EA	5	\$500.00	\$2,500.00
WATER VALVES ADJ. 663.33	EA	44	\$200.00	\$8,800.00
TRAFFIC SIGNALS	INTERSECTION	2	\$75,000.00	\$150,000.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
TRASH RECEPTACLES	EA	8	\$1,500.00	\$12,000.00
TREES	EA	90	\$500.00	\$45,000.00
LIGHTING	EA	66	\$3,000.00	\$198,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
BENCH	EA	24	\$1,500.00	\$36,000.00
GATEWAY MARKERS	EA	2	\$23,398.60	\$46,797.20
SUBTOTAL				\$1,436,162.45
MAINTENANCE OF TRAFFIC (5%)		\$71,808.12		\$71,808.12
SURVEY & STAKEOUT (2%)		\$28,723.25		\$28,723.25
MOBILIZATION (4%)		\$57,446.50		\$57,446.50
CONTINGENCIES (20%)		\$287,232.49		\$287,232.49
TOTAL				\$1,881,372.81

BELLAMY PARK COST SUMMARY				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
GRADING	LS	1	\$15,000.00	\$15,000.00
STONE DUST PATHS	SF	17200	\$2.50	\$43,000.00
BENCHES	EA	10	\$1,500.00	\$15,000.00
TREES	EA	105	\$500.00	\$52,500.00
SHRUBS	EA	600	\$50.00	\$30,000.00
PAVILION	LS	1	\$50,000.00	\$50,000.00
LIGHTING (Promenade to Mill St)	EA	18	\$3,000.00	\$54,000.00
LIGHTING (Promenade to Mohawk River)	EA	9	\$3,000.00	\$27,000.00
ESTABLISHING TURF	LS	1	\$50,000.00	\$50,000.00
GATEWAY MARKER (Interpretative Signage Provided By NPS)	LS	1	\$23,398.60	\$23,398.60
PLAZA	LS	1	\$50,000.00	\$50,000.00
STONE TERRACE SEATING	FF	350	\$50.00	\$17,500.00
GRADING FOR STONE TERRACE	LS	1	\$8,000.00	\$8,000.00
NEW DOCK	LS	1	\$90,000.00	\$90,000.00
LIGHTING AT DOCK AREA	EA	5	\$3,000.00	\$15,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUBTOTAL				\$555,398.60
MAINTENANCE OF TRAFFIC (5%)		\$27,769.93		\$27,769.93
SURVEY & STAKEOUT (2%)		\$11,107.97		\$11,107.97
MOBILIZATION (4%)		\$22,215.94		\$22,215.94
CONTINGENCIES (20%)		\$111,079.72		\$111,079.72
TOTAL				\$727,572.17

SOUTH JAMES STREET / MUCK ROAD TO RIDGE STREET				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
MILLING	SF	106000	\$0.20	\$21,200.00
ASPHALT CONCRETE	T	1300	\$48.00	\$62,400.00
ASPHALT CONC DRIVES	T	73	\$100.00	\$7,300.00
EXCAVATION FOR DRIVES	CY	278	\$14.00	\$3,892.00
SUBBASE FOR DRIVES	CY	575	\$30.00	\$17,250.00
TACK COAT	G	742	\$5.00	\$3,710.00
SAWCUTTING	LF	9815	\$0.65	\$6,379.75
CONCRETE CURB	LF	6600	\$20.00	\$132,000.00
UNDERDRAIN	LF	6600	\$10.00	\$66,000.00
CONCRETE SIDEWALK	SY	3111	\$60.00	\$186,660.00
TOPSOIL	CY	722	\$50.00	\$36,100.00
ESTABLISHING TURF	SY	2888	\$1.00	\$2,888.00
STRIPING	LF	7448	\$0.20	\$1,489.60
MH RIM ADJ. 604.07	EA	23	\$500.00	\$11,500.00
CB RIM ADJ. 604.07	EA	23	\$500.00	\$11,500.00
WATER VALVES ADJ. 663.33	EA	25	\$200.00	\$5,000.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
TREES	EA	20	\$500.00	\$10,000.00
LIGHTING	EA	50	\$3,000.00	\$150,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUBTOTAL				\$755,269.35
MAINTENANCE OF TRAFFIC (5%)		\$37,763.47		\$37,763.47
SURVEY & STAKEOUT (2%)		\$15,105.39		\$15,105.39
MOBILIZATION (4%)		\$30,210.77		\$30,210.77
CONTINGENCIES (20%)		\$151,053.87		\$151,053.87
TOTAL				\$989,402.85

EAST DOMINICK STREET (SIXTH STREET TO NOCK STREET)				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
MILLING	SF	97000	\$0.20	\$19,400.00
ASPHALT CONCRETE	T	1190	\$48.00	\$57,120.00
ASPHALT CONC DRIVES	T	130	\$100.00	\$13,000.00
EXCAVATION FOR DRIVES	CY	164	\$14.00	\$2,296.00
SUBBASE FOR DRIVES	CY	517	\$30.00	\$15,510.00
TACK COAT	G	680	\$5.00	\$3,400.00
SAWCUTTING	LF	5820	\$0.65	\$3,783.00
CONCRETE CURB	LF	5400	\$20.00	\$108,000.00
UNDERDRAIN	LF	5400	\$10.00	\$54,000.00
CONCRETE SIDEWALK	SY	2511	\$60.00	\$150,660.00
TOPSOIL	CY	458	\$50.00	\$22,900.00
ESTABLISHING TURF	SY	5500	\$1.00	\$5,500.00
STRIPING	LF	5885	\$0.20	\$1,177.00
MH RIM ADJ. 604.07	EA	22	\$500.00	\$11,000.00
CB RIM ADJ. 604.07	EA	12	\$500.00	\$6,000.00
HYDRANT ADJ. 663.34	EA	1	\$500.00	\$500.00
WATER VALVES ADJ. 663.33	EA	17	\$200.00	\$3,400.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
TREES	EA	85	\$500.00	\$42,500.00
LIGHTING	EA	50	\$3,000.00	\$150,000.00
ELECTRICAL SERVICE	LS	1	\$15,000.00	\$15,000.00
SUB TOTAL				\$690,146.00
MAINTENANCE OF TRAFFIC (5%)		\$34,507.30		\$34,507.30
SURVEY & STAKEOUT (2%)		\$13,802.92		\$13,802.92
MOBILIZATION (4%)		\$27,605.84		\$27,605.84
CONTINGENCIES (20%)		\$138,029.20		\$138,029.20
TOTAL				\$904,091.26

ERIE BOULEVARD - BLACK RIVER BOULEVARD INTERSECTION				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
EXCAVATION/EMBANKMENT	CY	9500	\$12.00	\$114,000.00
MILLING	SF	47200	\$0.20	\$9,440.00
UNDERPASS DEMOLITION	LS	1	\$50,000.00	\$50,000.00
ASPHALT CONCRETE	T	5137	\$48.00	\$246,576.00
COLORED SURFACE TREATMENT	SF	1520	\$18.00	\$27,360.00
ASPHALT CONC DRIVES	T	128	\$100.00	\$12,800.00
EXCAVATION FOR DRIVES	CY	160	\$14.00	\$2,240.00
SUBBASE FOR DRIVES/ROADS	CY	2723	\$30.00	\$81,690.00
TACK COAT	G	765	\$5.00	\$3,825.00
SAWCUTTING	LF	1175	\$0.65	\$763.75
CONCRETE CURB	LF	3222	\$20.00	\$64,440.00
UNDERDRAIN	LF	3222	\$10.00	\$32,220.00
CONCRETE SIDEWALK	SY	722	\$60.00	\$43,320.00
TOPSOIL	CY	552	\$50.00	\$27,600.00
ESTABLISHING TURF	SY	6632	\$1.00	\$6,632.00
STRIPING	LF	4169	\$0.20	\$833.80
MH RIM ADJ. 604.07	EA	15	\$500.00	\$7,500.00
MH REMOVE & INSTALL NEW	EA	15	\$3,000.00	\$45,000.00
CB RIM ADJ. 604.07	EA	15	\$500.00	\$7,500.00
CB REMOVE & INSTALL NEW	EA	10	\$3,000.00	\$30,000.00
HYDRANT ADJ. 663.34	EA	2	\$500.00	\$1,000.00
WATER VALVES ADJ. 663.33	EA	10	\$200.00	\$2,000.00
TRAFFIC SIGNALS	INTERSECTION	1	\$125,000.00	\$125,000.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
TREES	EA	30	\$500.00	\$15,000.00
LIGHTING	EA	20	\$3,000.00	\$60,000.00
GATEWAY WALL	LS	1	\$37,500.00	\$37,500.00
SUBTOTAL				\$1,059,240.55
MAINTENANCE OF TRAFFIC (7%)		\$74,146.84		\$74,146.84
SURVEY & STAKEOUT (2%)		\$21,184.81		\$21,184.81
MOBILIZATION (4%)		\$42,369.62		\$42,369.62
CONTINGENCIES (25%)		\$264,810.14		\$264,810.14
TOTAL				\$1,461,751.96

APPENDIX A:

ROUND-A-BOUT COST IS INCLUDED IN E. DOMINICK (PHASE ONE) AND SPAGHETTI JUNCTION ESTIMATES

ROUND-A-BOUT AT EAST DOMINICK STREET - BLACK RIVER BOULEVARD				
ITEM	UNIT	QUANTITY	UNIT PRICE	COST
EXCAVATION/EMBANKMENT	CY	1550	\$12.00	\$18,600.00
MILLING	SF	25000	\$0.20	\$5,000.00
ASPHALT CONCRETE	T	585	\$48.00	\$28,080.00
COLORED SURFACE TREATMENT	SF	1520	\$18.00	\$27,360.00
ASPHALT CONC DRIVES	T	5	\$100.00	\$500.00
EXCAVATION FOR DRIVES	CY	20	\$14.00	\$280.00
SUBBASE FOR DRIVES/ROADS	CY	985	\$30.00	\$29,550.00
TACK COAT	G	320	\$5.00	\$1,600.00
SAWCUTTING	LF	1845	\$0.65	\$1,199.25
CONCRETE CURB	LF	2000	\$20.00	\$40,000.00
UNDERDRAIN	LF	2000	\$10.00	\$20,000.00
CONCRETE SIDEWALK	SY	1090	\$60.00	\$65,400.00
STAMPED CONCRETE	SY	0	\$85.00	\$0.00
TOPSOIL	CY	110	\$50.00	\$5,500.00
ESTABLISHING TURF	SY	1300	\$1.00	\$1,300.00
STRIPING	LF	1000	\$0.20	\$200.00
MH RIM ADJ. 604.07	EA	6	\$500.00	\$3,000.00
MH REMOVE & INSTALL NEW	EA	3	\$3,000.00	\$9,000.00
CB RIM ADJ. 604.07	EA	6	\$500.00	\$3,000.00
CB REMOVE & INSTALL NEW	EA	6	\$3,000.00	\$18,000.00
HYDRANT ADJ. 663.34	EA	0	\$500.00	\$0.00
WATER VALVES ADJ. 663.33	EA	4	\$200.00	\$800.00
REMOVE TRAFFIC SIGNALS	INTERSECTION	1	\$15,000.00	\$15,000.00
SIGNING	LS	1	\$5,000.00	\$5,000.00
SUBTOTAL				\$298,369.25
MAINTENANCE OF TRAFFIC (7%)		\$20,885.85		\$20,885.85
SURVEY & STAKEOUT (2%)		\$5,967.39		\$5,967.39
MOBILIZATION (4%)		\$11,934.77		\$11,934.77
CONTINGENCIES (25%)		\$74,592.31		\$74,592.31
TOTAL				\$411,749.57

*Appendix B: Preliminary Assessment of Round-a-Bouts at Erie Boulevard/
Black River Boulevard and Black River Boulevard/East Dominick Street*

Design Committee

Rob Avery
Joanne Bush
Joseph Cristofaro
Leo Craiglow
Jim DiBella
Lorrie Guerrieri
Dr. George Lim
Michael Uvanni
Dave Vickers
Carol Zaleski
Hanna Reig
Diane Shoemaker - Advisory
Ray Tucker - Advisory

Wayfinding Committee

Pete Kieffer
Mike Kusch
Christian Mercurio
Tom Ositer
Hanna Reig
Kim Rogers
Diane Shoemaker
John Sorbello
Ray Tucker

Main Streets Alliance

Main Street Corridor Groups

James Street Corridor Group
West Dominick Street Corridor Group
East Dominick Street Corridor Group

Rome Clean & Green

Rome Up & Running

Rome Sentinel

Friday, Jan 13, 2006

Arsenal House restoration is aim of Main Streets Alliance

by Steve Jones

Staff writer

HISTORY IN JEOPARDY — The Arsenal House at 514 W. Dominick St. sits unoccupied — shut down by the city for codes concerns. While owner Elaine Amidon seeks the federal funds set aside for the building, the Main Street Alliance is trying to raise interest in restoration of the historical landmark. (Sentinel photo by John Clifford)

Rome Main Streets Alliance is issuing a call to arms to raise awareness and funds to restore the Arsenal House.

The 190-year-old building at 514 W. Dominick St. is on the National Register of Historic Places, and one of only a few examples of Federal-style architecture in all of upstate New York, much less Rome, notes Alliance board member Joseph Ferlo. Having served as the home of the commanding officers of the U.S. Arsenal in Rome from 1815-1873, the building's overall aesthetics, rich history and income potential make it a worthy candidate for preservation and renovation and it could be a significant local tourist destination, he said.

The house has 16 rooms, each with original woodwork and hardware; 10 fireplaces — seven of which have their original mantels; plaster cornices and ceiling medallions; hand-hewn beams held in place by wooden pegs and a two-and-a-half-story open staircase in the entrance hall.

The arsenal was constructed across the street from this residence and extended to what is now Erie Boulevard. While the arsenal was demolished, the residence survives. Its uses have included a private residence, a knitting mill and an apartment complex.

The financial boon that a restored Arsenal House could bring to Rome should not be underestimated, Ferlo said. Once restored and properly marketed, perhaps as a period residence, a firearms museum or a combination of both, the Arsenal House will beckon visitors of the Marinus Willett Center and Fort Stanwix to venture through the West Dominick Street corridor to the historic site. The resulting foot traffic will, in turn, increase the visibility of existing businesses on West Dominick Street and eventually stimulate new businesses all along the corridor. No doubt about it; the Arsenal House is a potential and logical anchor in Rome's downtown.

The Alliance wants to help Arsenal House owner Elaine Amidon and the city assure that the house is preserved. Soon the Alliance will run an open forum to allow the public to discuss the allocation of public funds to assist in the preservation of buildings of significance in Rome — both privately and publicly held. In the meantime, those interested in preservation of the Arsenal House, those who would like a tour of the facility or who would like more information about the Rome Main Streets Alliance can contact Ferlo at 337-5679 or Michael Brown, Main Streets program manager, at 225-6528.

We must invest in our past to guarantee a chance at a prosperous future, said Ferlo. A restored Arsenal House should become the symbol of Rome's renewed commitment to area tourism and preservation of Rome's rich and unique history.

The city has approved \$20,000 in federal Community Development Block Grant funds from 2005, but they were earmarked under the restriction that the house be operated with a non-profit use. Therefore, to get those CDBG dollars, Amidon must allow a non-profit organization to operate it, or sell or lease the building to such a group, said city Planning Director John A. Sorbello. At this point, he said, the money is sitting until the requirements are met.

One non-profit group — a children's theater group called Khoros, wants to return to the building it once used, Ferlo said. That can't happen, however, until the building has been repaired to code compliance. It was posted as unfit by the city on April 6, 2005, and has been closed since then. A building posted as unfit must be brought up to code, then the owner must contact the city for an inspection.

Amidon said her efforts to date have been held up at every turn. First, she said she is arguing that it is up to code, and said she received no advance notice from the city before the building was posted. She was later told by the city that it was shut down because of problems with the brick, which she said is a focal point of her planned renovations and preservation.

I did not go to the city, they came to me, Amidon said of the CDBG funding process. Sorbello and planner Raymond Tucker suggested she file for grant money, she said. She was told to get a contractor and expect funds in April of 2005, she said. She got a \$20,000 quote from a contractor, and was introduced to a weapons collector who was interested in housing his period weapons in the building as a museum. It was going to be a museum, she said. We were going to connect with the fort, and she said she learned of a possible connection between the house and the underground railroad that was used to help escaped slaves flee the south. It could have been terrific.

Instead, the money has not been released. They keep throwing up hurdles — anything they can do to not help preserve the Arsenal House, she said of the city. When she asked the Planning Department why the money wasn't being released, she said she was told that the Common Council's CDBG committee was concerned with the project details. She called committee member Angela B. Petty, D-4, who represents the ward the house sits in, and received no call back. She wrote a letter on Nov. 17, 2005, asking the mayor and other city officials to either release the money so she could start work, or tell her specifically why she was not receiving funding — and has yet to get a reply, she said.

I get very discouraged because financially I know I can't do it, she said. She said she has financial backers who are willing to provide the matching funds a CDBG grant must have, but I won't take money from these people who want to help when the process seems to be stalled. I'm still putting money into it. I don't want to see it become a Jenny building. The Jenny building is a former commercial building several streets north of the Arsenal House, also in Petty's ward, which was neglected for decades, and was recently marked for city-financed demolition.

Amidon said she doesn't know how much longer she can pursue her plans without the city's cooperation and CDBG money. I don't know how long it will last, she said of the decaying building that faces another winter without wide scale repairs.

The Alliance is a volunteer organization that focuses on the revitalization and preservation of our downtown business districts, is working to enhance the quality of life throughout Rome by making the main street corridors more attractive to residents, visitors, investors, and potential entrepreneurs, according to President Wesley Cupp. The Alliance is affiliated with the National Main Street Center, a division of the National Trust for Historic Preservation in Washington, D. C. whose mission, chartered by Congress, is centered on the preservation of historical buildings throughout our nation's communities. The Arsenal House is an important building that could play a key role in Rome's development as the heritage and tourism destination that it deserves to be, he said.

Daily Sentinel - Our Opinion

December 20: Main Streets builds on successes

A strong partnership, cooperation and momentum are the reasons the city's Main Street Initiative scored another big win with the announcement from Gov. Pataki that Rome Clean & Green will receive a \$200,000 grant .

“We have a program that's rolling, and the state recognizes that we're moving ahead,” program manager Michael Brown replied when asked the reason for the group's success. The Initiative focuses on specific neighborhoods -- a strategy which has convinced the state that the city knows what needs to be done and will get the “most bang for its buck,” Brown said.

The positive relationship among Clean & Green, the Main Streets Alliance and the city will lead to future improvements in the three corridors that have been selected as the focus of the revitalization effort.

The North James Street corridor was the target of major improvements. Main Streets Alliance and its volunteers now have additional funds to push ahead with additional redevelopment of North James, West Dominick and East Dominick streets. Plans are for street and building facade improvements.

It won't be an easy job to spruce up these sections of the city. It will take years.

But as the Initiative builds on its past successes, a unified sense of identity will be bolstered and Rome will be a better place to live.

Daily Sentinel - Our Opinion

December 6 - Amphitheater urged to enliven park

This time, will an amphitheater work? Urban planners think so.

A rustic seating area at the canal waterfront is proposed by consultants hired by the city to enliven Rome in general and Bellamy Harbor Park in particular.

The place offers “a beautiful piece of property with a tremendous view of the water,” said Kathryn Wolf of Trowbridge & Wolf of Ithaca. One suggestion for breathing some life into the park, she said, is an amphitheater near the water, one that could host performances and ceremonies as well as simply be a place to sit and watch the water and passing boats.

During the firm’s presentation of its recommendations for the Urban Design Plan last week, Wolf outlined numerous strategies for the commercial corridors and waterfronts. Bellamy Harbor Park, she said, “is tremendously under-utilized.”

The amphitheater could be located “down near the shoreline,” between the building that serves the docks and the pedestrian bridge that spans the Mohawk River. The bank that faces the water creates a natural place for an amphitheater, Wolf said. It could be seats of stone blocks set into the bank, possibly with grass between the seats, a “natural and rustic” look “welcoming” park users. The paved plaza at the bottom could contain interpretive information such as a map of the Great Carrying Place. “I don’t see a big stage,” she said.

The goal would be “to design it in a way that you’d want to hang out even if there’s no performance,” Wolf said today. “People like to sit and watch the water and the boats.” Combine it with the firm’s proposed picnic pavilions at the park, and there’s plenty of reason to relax at the water’s edge, she said.

There could also be lighting to make the amphitheater functional in the evening, and landscaping around the edge.

More facilities at the park would not only attract foot traffic, it could attract boaters, giving them a place to cook out or relax once they arrive in Rome. More informational signs in the park would also help point boaters toward downtown, she said.

Similar intentions have been attempted since the 1960s.

- o An amphitheater was built along the Mohawk River in the late 1960s off Floyd Avenue. An island stage was created on which historical pageants and other events could be held during summer. It was named for Gordon and Sarah Kent, community boosters and supporters of Fort Stanwix Days -- now known as Honor America Days. The setting proved impractical, and erosion and time took their toll.

- o An amphitheater was built at Erie Canal Village during the 1970s. It was used mostly for horse-pull audiences; now dormant.

o A terraced amphitheater-like setting, with fountain, was created in front of City Hall in the mid-'70s when the 100 and 200 blocks of West Dominick Street were converted into Liberty Plaza Pedestrian Mall. The landscaped design failed to win public support and Dominick Street was restored in 1997. Summer concerts are still held on the re-done city green.

Daily Sentinel - Our Opinion

August 2 - 'Pedestrian priority' pushed for a vibrant downtown, one step at a time

One sign of a vibrant downtown is pedestrian traffic. Accordingly, the city is creating an Urban Design Plan aimed at making the central commercial corridors safer and easier in which to walk and drive.

Kathryn Wold, of Ithaca-based designer Trowbridge & Wolf, outlined ideas at City Hall Monday night to an audience of almost 50.

The plan aims to:

- spur business investment,
- build on recent successes,
- capture visitation, work with existing “main street” groups -- for the three commercial corridors at James, East Dominick and West Dominick streets, and
- engage the public.

The desired result is “a beautiful, pedestrian-friendly environment,” she said. Along with the corridors, the Kennedy Arena area, Erie Canal, and the area encompassing Bellamy Harbor Park and the proposed Rome Community Recreation Center are targets of the plan.

“You want to give more priority to the pedestrians,” Wolf noted. She identified the intersection of West Dominick and North James streets as a problem area -- and offered a solution.

She said James is too wide where visitors cross to reach the new Marinus Willett Center and Fort Stanwix. The street, she said, is “overly wide” and has no traffic control where needed. She suggested placement of a patterned or colored asphalt at the intersection, perhaps in the form of a curb-to-curb compass rose. The design device would be a symbolic reference to the how the city branches out in each direction from that area. The color signals drivers to slow from the otherwise maximum speed limit of 30 mph, she said.

Wolf praised the new Willett Center, noting that the new challenge is “getting there.” She also said the design supports reorganizing the “spaghetti intersection” of Routes 26, 46 and 49 south of the fort into a T-intersection at one grade. Eliminating the over-under design, she said, would make driving easier and simpler.

Another change is to define sidewalks, she said. Upgrades in places such as outside the Fastrac gas station at 400 N. James St. The city has added defined sidewalks and clear places for vehicles to enter and exit the business, and added grass and trees between the street and sidewalk. That method, she said, is a prime solution. Depending on the commercial or residential neighborhood, she said,

grass and trees or colored or brick-style pavement are good markers to separate the street and the sidewalk.

Wolf also showed how employment of parking spaces can narrow streets that are too wide, and also slow traffic, making streets safer for pedestrians and enticing drivers to stop and shop. One suggestion is to use diagonal parking along the west sides of the 300, 400 and 500 blocks of North James Street.

Divided medians in places where streets are unnecessarily wide -- Wolf pointed to the 300 block of West Dominick Street -- would slow traffic and allow for a place to plant more flowers and trees.

These solutions are also alternatives to more costly sidewalk or street alterations.

Some residents present questioned how the city could handle snow removal and plowing where there is diagonal parking and medians.

Discussion naturally turned to parking meters, with some saying that simulations of the downtown presented didn't show meters where they now exist. Wolf said the firm did not deal with retaining or removing meters -- that it's a city issue. Mayor James F. Brown said the city grosses about \$80,000 a year in meter money, and is conducting a review to see what net income the meters generate.

The plan also suggests gateway markers to tell people they are entering any of the three corridors. Stone markers just taller than a person would mark boundaries. Each corridor would be assigned a color for corresponding signs, and each marker would be topped with a planter. The stone would match the style of the fort's new signs, and a copper plate would reference the city's economic history. The marker sites would also make good places to locate information directories for each gateway, she said. The color-coded directories could include maps of the area, business directories and message boards that could have advertising and news of upcoming events.

There is also a waterfront development component to the plan. One place that could use some extra attention, Wolf said, is Bellamy Harbor Park along the canal off Mill Street. The park must connect to downtown, especially as a way to get boaters to explore more of Rome. Add historical information and a directory similar to those proposed for the corridors, she said, and consider extending docking. Program events for the park, and add a few enhancements to make people want to go there or to stay there when they arrive by boat. She suggested a small amphitheater by the water and a picnic pavilion at the high point on one hill.

"This is a plan that will bring back the consistency and the character," the mayor said.

There was no mention of a previous incarnation of urban renewal, the failed "Liberty Plaza" superblock that occupied the 100 and 200 blocks of West Dominick Street for more than 20 years. In the early 1970s most of the old buildings downtown were razed to make way for 15-acre Fort Stanwix National Monument and the pedestrian mall extending west from it. In 1997 the city called it quits with deteriorated pavers, empty kiosks, dry fountains, withering shrubs, and broken bollards. Rome abandoned the mall in 1997 and restored James Street to vehicular traffic in a narrower format.