Transportation Project Report

[Draft] Initial Project Proposal/Final Design Report

January 2026

Big Tree Road Pedestrian Improvement Project
Project Identification Number (PIN): 4761.50
Town of Livonia
Livingston County

Prepared by: Lu Engineers
ENVIRONMENTAL • TRANSPORTATION • CIVIL

NEW YORK STATE Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

A. Recommendation for, Initiation, Scope and IPP Approval:

The project cost and schedule are consistent with the Regional Capital Program.

Chris Reeve, PE — Chris Reeve, Regional Director

11/4/24 — Date

B. Recommendation for Scope and Design Approval

All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained.

No nonstandard features have been identified, created, or retained.

Jonathan W. Ottman, P.E., Lu Engineers — Date

C. Categorical Exclusion Determination on Behalf of FHWA

This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions.

Brad Walike, P.E., Regional Director — Date

D. Recommendation for Scoping & Design Approval:

The project cost and schedule are consistent with the Regional Capital Program.

Joel Kleinberg, NYSDOT RPPM — Date

E. Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111):

A public hearing was not required.

Scope, Design and Nonstandard Feature Approval:

Responsible Local Official, Town of Livonia — Date

List of Preparers

Group Director Responsible for Production of this Initial Project Proposal/Final Design Report (IPP/FDR):

Jonathan Ottman, PE, Project Manager, Lu Engineers

Description of Work Performed: Directed the preparation of the IPP/FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

PLACE P.E. STAMP

Note: *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*

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This report was prepared in accordance with the NYSDOT Project Development Manual and FHWA NEPA guidance including but not limited to 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.3), objectives established (1.4) to address the needs, and cost-effective alternatives developed (1.5). This project is federally funded.

1.1 PUBLIC FRIENDLY DESCRIPTION OF PROJECT

This project will make the following improvements on Big Tree Road within the project limits from West Lake Road to the bridge over Conesus Lake Creek Outlet (BIN 1016210) in the Town of Livonia, Livingston County:

- complete the sidewalk systems on both sides of Big Tree Road
- install traffic signal pedestrian signals and crosswalk at the West Lake Road intersection
- install roadside curbing with driveway aprons and roadway drainage infrastructure
- improve on-street bicyclist accommodation by converting the roadway shoulders to bike lanes with proper signage and pavement markings
- restore the roadway pavement to good condition using cost effective pavement treatments

1.2 PROJECT LOCATION

A. Route number: **US Route 20A**
B. Route name: **Big Tree Road**
C. SH (state highway) number and official highway description: **Livonia – Lakeville, State Highway No. 716**
D. Township: **Livonia**
E. County: **Livingston**
F. Length: **0.52 centerline miles**
G. From **West Lake Road (NY Route 256) intersection to Big Tree Road bridge crossing of Conesus Lake Creek Outlet**
H. Any other description information which is pertinent: **Not Applicable**
I. Federal Aid System**: Non-NHS**
J. Functional Class: **Rural Minor Arterial (06**)
K. Existing AADT: **6,849**
L. Trucks (%): **5%**

1.3 PROJECT NEED

(1) Provide continuous sidewalks, sidewalk curb ramps and crosswalks on both sides of Big Tree Road between West Lake Road and to the bridge over Conesus Lake Creek Outlet (BIN 1016210) to satisfy both PROWAG ADA compliance and complete streets policies applied to locally administered federal aid projects.

- There is no existing sidewalk on the south side of Big Tree Road within the project limits from West Lake Road to the Conesus Lake Outlet Creek bridge which would serve multiple residential and business properties along this corridor.
- The existing sidewalk on the north side of Big Tree Road is incomplete and does not have a proper terminus for the West Lake Road intersection. It would require 300 ft of new sidewalk from the western existing sidewalk terminus to accomplish that.

(2) Address roadway shoulder pavement condition, width and bike signage and pavement markings to provide safe access for bicyclist that will address complete streets policies applied to locally administer federal aid projects.

(3) Address existing roadway and roadside surface runoff drainage collection systems to meet design standards for proper collection, treatment and conveyance of stormwater runoff to alleviate localized ponding within the roadway bicyclist shoulder usage and roadway for safety.

Existing Characteristics of Concern	
Element	**Measure/Indicator**
Highway Pavement Deficiencies	Require repairs to the roadway shoulders that are beyond the capabilities of Department Maintenance forces.
Highway Drainage Deficiencies	Require evaluation of roadway drainage collection and conveyance systems to meet current standards in HDM Chapter 8
Curb Ramp/Pedestrian and Bicyclist Facility Deficiencies	Requires ADA curb ramp design to comply with the Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities. Requires completing the existing sidewalk system where sidewalk is incomplete utilizing HDM Chapter 18 guidance.

Project Element(S) To Be Addressed:

☒ Highway Element-Specific
☐ Bridge Element-Specific
☐ Other:
☐ Operational Maintenance
☐ Where & When

Priority Results:
☒ Mobility & Reliability
☐ Economic Competitiveness
☒ Safety
☐ Security
☐ Environmental Stewardship

1.4 PURPOSE/OBJECTIVES

(1) Improve the highway shoulders, sidewalk and highway drainage features to safely accommodate pedestrian and bicycle access on both sides of the highway meeting complete street policies.
(2) Correct identified pavement deficiencies that will extend the useful life of the highway and maintain it in a structurally sound condition using cost effective pavement treatments which provide low life cycle costs.
(3) Correct safety deficiencies using cost effective crash reduction measures such that crash reduction benefits equal or exceed project costs attributable to safety work.
(4) Improve highway runoff surface water quality and eliminate localized ponding along the roadway by providing a highway drainage collection system that incorporates standardized permanent water quality treatment practices that meet the requirements of the NYSDEC.

1.5 DESCRIPTION OF PROPOSED WORK

Recommended Alternative:
The only Alternative that meets all the project objectives is as follows:

(1) Construct sidewalk on both sides of Big Tree Road between the West Lake Road intersection and the Conesus Lake Outlet Creek bridge crossing where it currently does not exist. This would complete the missing section of sidewalk on the north side of Big Tree Road to the West Lake Road intersection and add sidewalk to the south side of Big Tree Road where there currently are none available. This includes evaluating all existing curb ramps and reconstructing all ramps that do not meet the current ADA requirements as outlined in the NYSDOT Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities.

(2) Reconstruct the roadway shoulders to correct a substandard shoulder pavement section that significantly differs from the pavement section of the travel lanes. This pavement section differential has resulted in shoulder cracking, deterioration and differential settlement. This reconstructed shoulder will include the addition of curbing, drainage inlets and closed storm sewer collection system to effectively reduce roadway and roadside ponding during and after rainfall events. The proposed drainage systems will include permanent water quality treatment features to improve the roadway surface runoff water quality discharging into Conesus Creek Outlet.

(3) Update and supplement all signage and pavement markings to meet current MUTCD standards including crosswalks, bicycle symbols and signage, intersection signage, street signage and any needed wayfinding signage.

Alternative Considered and Rejected:
The “No-Build” alternative will leave the existing pedestrian and bicycle facilities incomplete and therefore will not meet any of the stated project objectives and will not be considered further, however, it is retained for comparison purposes.

For a more in-depth discussion of the design criteria and nonstandard features see Section 2.1 & 2.3 of this report.

2.1 DESIGN STANDARDS

Design Standards	
Project Type	**NYSDOT Design Guidance**
Sign and/or Traffic Signal Upgrading Projects	NYSDOT Highway Design Manual Chapter 11
Pavement Restoration	NYSDOT Comprehensive Pavement Design Manual, AASHTO Design of Pavement Structures
Drainage System Restoration	NYSDOT Highway Design Manual Chapters 8
Bicycle and Pedestrian Facilities NYSDOT	NYSDOT Highway Design Manual Chapter 17 & 18

Critical Design Elements for Big Tree Road / US 20A					
PIN	4761.50	**BIN** (if applicable)		NA	
Functional Class:	Rural Minor Arterial	**NHS**	No	**Non-NHS**	Yes
Design Class:	Arterial	**Context Class:**		Rural	
Project Type:	Bicycle, Pedestrian & Highway Drainage Facilities Enhancement Project	**Terrain:**		Flat	
Design Year AADT:	ETC+10 (2037) - 7,739	**Percentage of Trucks:**		5%	
Truck Access or Qualifying Highway (QH)?	Truck Access Highway	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		Low	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	45 mph[1] HDM Section 2.7.2.1	35 mph posted	45 mph
2	Travel Lane Width	11 ft HDM Section 2.7.2.1 Exhibit 2-3	12 ft	12 ft
	Bike Lane Width	5 ft 6-7 ft desirable HDM Section 2.7.2.1 Exhibit 2-3	NA	6 ft
3	Shoulder Width	5 ft HDM Section 2.7.2.1 Exhibit 2-3	6 ft	6 ft.
4	Horizontal Curve Radius	409 ft Min (at e_{max}= **8%**) HDM Section 2.7.2.1 Exhibit 2-3	NC	NC
5	Superelevation	e_{max} = **8%** HDM Section 2.6.5 Exhibit 2-1b	No Horizontal Curve (NC)	No Horizontal Curve (NC)
6	Stopping Sight Distance (Horizontal and Vertical)	335 ft Min. HDM Section 2.7.2.1 Exhibit 2-3	> 335 ft	> 335 ft
7	Maximum Grade	5% HDM Section 2.7.2.1 Exhibit 2-3	4.1%	4.1%
8	Cross Slope	1.5% Min., 3% Max. HDM Section 2.7.2.1	2%	2%
11	Americans with Disabilities Act Compliance	HDM Chapter 18	Existing pedestrian facilities do comply with HDM Chapter 18 standards	Proposed pedestrian facilities will comply with HDM Chapter 18 as nonstandard.[3]

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 45 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3. Pedestrian facility nonstandard features to be retained or created will be justified in final design

2.2 OTHER DESIGN PARAMETERS

Other Design Parameters			
Element	**Parameter**	**Existing Conditions**	**Proposed Condition[1]**
Level of Service	LOS "D" maximum	LOS "D" maximum	LOS "D" maximum
Drainage Design Storm	5 yr.	5 yr.	5 yr.
Design Vehicle	SU	SU	SU

1 ** Denotes non-conforming feature

Safety and Crash History Analysis – A crash analysis was performed in accordance with NYS Highway Design Manual Chapter 5. Refer to **Appendix D** for the Crash Analysis under separate cover. The analysis reviewed crashes along NYS Route 20A (Big Tree Road) from West Lake Road to Rochester Road for the period of 12/31/2021 - 12/31/2024. During this period, a total of 12 crashes were reported within the project corridor. The analysis excluded the intersection of Rochester Road, Stone Hill Road, and Big Tree Road.

Within the project limits, the predominant crash type was rear-end collisions, accounting for 41.7% of total crashes. Other reported collision types included right-angle (16.7%), run-off-road/fixed object (16.7%), animal (16.7%), and one head-on crash (8.3%). Of the 12 crashes, 5 resulted in injuries (41.7%) and 7 were property damage only (58.3%). No fatal crashes were reported within the corridor.

One motorcycle-involved crash occurred immediately past the signalized intersection at Big Tree Road and Rochester Road, with alcohol involvement identified as a contributing factor. This crash resulted in an injury but did not indicate a pattern of concern.

Approximately 75% of all crashes occurred along the roadway segment. The predominant collision type was four (4) rear-end collisions attributed to following too closely. One of these occurred within a construction work zone. Intersection crashes accounted for 25% of total crashes and were located at the intersection of Big Tree Road and West Lake Road. These included two right-angle collisions, and one rear-end collision. No repeating crash patterns or geometric deficiencies were identified at this intersection.

A Safety Performance Function (SPF) analysis was performed in the project. Based on the SPF results, the Potential for Safety Improvement (PSI) value for total crashes was calculated as -0.24 crashes per year, indicating that the corridor is performing slightly better than the statewide average for similar facilities. The PSI value for fatal and injury crashes was +0.40 crashes per year, suggesting a slightly higher potential for improvement in this severity category compared to the statewide average.

Intersection Traffic Analysis – A traffic level of service (LOS) analysis for the signalized intersection of Big Tree Road and West Lake Road at the western project limits was performed in accordance with NYS Highway Design Manual Chapter 5. Refer to **Appendix C** for the Traffic Information under separate cover. The intersection was studied under both the “No-Build” condition and the Pedestrian Improvements condition for the Existing Count Year (2025), Estimated Time of Completion (ETC), and ETC + 10 years. Based upon the results of the capacity and queue analysis the LOS is either maintained or slightly worsens from an “A” to a “B” grade with the addition of pedestrian crosswalks and signal optimization.

Pavement Evaluation and Treatment Selection – A pavement evaluation and treatment selection report (PETSR) was performed in accordance with NYS Comprehensive Pavement Design Manual. Refer to **Appendix E** for the PETSR under separate cover. The Big Tree Road record drawings show that the original construction of the existing pavement section does not include full depth asphalt shoulders. The shoulders were constructed as partial depth asphalt shoulders as shown by the pavement cores documented in the PETSR. The surface distress survey documented in the PETSR shows shoulder asphalt delamination and longitudinal cracking depicting the inadequate shoulder section for the traffic loading over the pavement life. It is recommended that the partial depth shoulders be reconstructed to a full depth asphalt pavement section with underdrain matching the travel lane section pavement depth to provide the long-term structural integrity of the roadway pavement. The travel lanes will be treated with asphalt milling and resurfacing to restore the riding surface for a 15-year service life. The shoulders will be striped and signed as bike lanes that will include drainage inlets along curbs for stormwater collection.

Drainage Analysis – A drainage analysis was performed in accordance with NYS Highway Design Manual Chapter 8. Refer to **Appendix G** for the Drainage Report under separate cover. The existing roadway corridor drainage consists of stormwater runoff that flows off the roadway and adjacent properties into roadside drainage swales that convey the stormwater eastward to Consus Lake Outlet Creek. In proximity to the bridge crossing limited roadway closed drainage systems are present that outlet through the bridge abutment into the creek. The proposed drainage system closed network consists of new drainage inlets located along the shoulder with curbs connected by stormwater conveyance pipes that span the entire project limits and outlet into the Consus Lake Outlet Creek just north of the bridge crossing.

2.3 NONSTANDARD/NONCONFORMING FEATURES

There are no nonstandard or nonconforming roadway features within the project limits.

Existing pedestrian facilities within the scope of this project will be evaluated in final design for conformance with the applicable standards in the NYSDOT Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities found on the NYSDOT Highway Design Manual Chapter 18 webpage. If the work at any facility will not meet the applicable standards, then the procedural requirements identified in ED 15-004 - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way will be followed and the facility will be rehabilitated, replaced or justified as nonstandard.

2.4 SPECIAL TECHNICAL ACTIVITIES REQUIRED: None

2.5 WORKZONE SAFETY AND MOBILITY

The Region has determined that this project is not significant per 23 CFR 630.1010.
A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

The project will utilize staged construction and maintain vehicles, pedestrians and bicycles through the work zone.

2.6 ASSET MANAGEMENT

☐ Applies ☒ Not Applicable

2.7 POTENTIAL UTILITY INVOLVEMENT

☒ Yes ☐ No

Potential Utility Impacts			
Owner	**Type (Denote OH/UG)**	**Location / Side**	**Condition / Conflict**
National grid west	OH Electric Lines	North and South sides of Big Tree Road	Condition Unknown; the proposed sidewalks were located to avoid most conflicts. Limited pole relocation may be required
Village of Avon	Steet Light on Pole	North side of Big Tree Road	Condition Unknown; no obvious conflicts with the proposed improvements
Village of Avon, Town of Geneseo	Storm (UG)	North and South sides of Big Tree Road (eastern limits of project only)	Condition Unknown; project will replace the existing system and abandon storm pipes
Village of Avon, Town of Geneseo, Livingston County Water & Sewer Authority	Sanitary (UG)	North and South sides of Big Tree Road	Condition Unknown; no obvious conflicts
Rochester Gas and Electric West Gas	Gas Line (UG)	North side of Big Tree Road	Condition Unknown; no obvious conflicts
Village of Avon, Town of Geneseo, Livingston County Water & Sewer Authority	Waterline (UG)	North and South sides of Big Tree Road	Condition Unknown; two hydrants on the south side of Big Tree Road conflict with the proposed sidewalk location
Charter Com Northeast Central NY, Frontier Television of Rochester	Telephone (OH)	North and South sides of Big Tree Road	Condition Unknown; the proposed sidewalks were located to avoid most conflicts. Limited pole relocation may be required

2.8 RIGHT OF WAY

All proposed work can be accomplished within the existing right-of-way; therefore, it is anticipated that no right-of-way acquisitions will be required for the project. The ROW Clearance Certificate will be attached to the PS&E transmittal memo.

3.1 ENVIRONMENTAL CLASSIFICATION

NEPA (National Environmental Policy Act):

This project is being progressed as a NEPA Class II action (Categorical Exclusion).

Per the result of the Federal Environmental Approvals Worksheet (FEAW) provided in Appendix B, this project is being progressed as a NEPA Class II action (Categorical Exclusion or CE) because it does not individually or cumulatively have a significant environmental impact. As a CE, it is excluded from the requirement for the preparation of an Environmental Impact Statement (EIS) or Environmental Assessment (EA).

In accordance with the Federal Highway Administration's regulations in 23 CFR 771.117(c) this is an action which will not have significant environmental effects and does not normally require additional federal approval regarding NEPA. Specifically, this action meets the description in 23 CFR 771.117(c)(3) described as "Construction of bicycle and pedestrian lanes, paths, and facilities." This is further detailed in the Federal Environmental Approvals Worksheet (FEAW) included in Appendix B.

SEQRA (State Environmental Quality Review Act):

The Town of Livonia is the SEQRA Lead agency for the project. The proposed project meets the criteria established for a SEQRA Type II Action per 6 NYCRR Section 617.5, Subdivision (c), Item 2, "replacement, rehabilitation of a structure or facility in kind, on the same site, including upgrading buildings to meet building or fire codes, unless such action meets or exceeds any thresholds in Section 617.4 of this part." This permits the project to be classified as Type II since the project does not meet or exceed any of the criteria contained in Section 617.4. No further review under SEQR is required.

The following Checklist(s) are attached:

☒ Federal Environmental Approvals Worksheet (FEAW)
☒ Social, Economic and Environmental Resources Checklist
☒ Capital Projects Complete Streets Checklist

3.2 ENVIRONMENTAL DOCUMENTATION

3.2.1 Community Services

There is potential to impact transportation options; these impacts would be considered positive impacts, as walking and bicycling opportunities would increase as a result of the project. There is potential to affect access to or use of recreational areas. These impacts would be considered positive impacts, as pedestrian opportunities to these areas would increase as a result of the project.

The project is located in an area influenced by a comprehensive/transportation plan (Lakeville Corridor Strategic Plan) which was prepared by the Genesee Transportation Council (GTC - MPO). The project is in conformity with recommendations provided in this plan.

3.2.2 Economic

There is potential to impact transportation options; these impacts would be considered positive impacts, as walking and bicycling opportunities would increase as a result of the project. There is potential to affect access to or use of recreational areas. These impacts would be considered positive impacts, as pedestrian opportunities to these areas would increase as a result of the project.

3.2.3 Right-of-Way Acquisition

The proposed work will be completed within the existing ROW. Permanent and/or temporary easements may be required in order to install the proposed sidewalks.

3.2.4 Surface Waters

The project is located within two NYS Hydrological Unit Code (HUC) 12 areas. The western portion of the project is located in the Middle Conesus Creek (HUC # 041300030102) watershed. The eastern portion of the project, including the Big Tree Road Bridge over Conesus Creek, is located in the Lower Conesus Creek (HUC # 041300030103) watershed. Conesus Creek is identified as a NYSDEC Class C Stream. The NYSDEC classification C is assigned to waters best used for fisheries and non-contact activities. No in-water work or work on the bridge is proposed.

No waterways are listed as a Wild, Scenic, or Recreational waterway by the National Parks Service within the project limits. Conesus Creek is included on the USFWS NWI Mapping as a Riverine system and is considered a ‘Water of the U.S.’, and a regulated waterway.

3.2.5 Wetlands

A field assessment for Army Corps of Engineers regulated wetlands has been conducted, and it has been determined that no wetlands are located within the project area. There are no NYSDEC regulated freshwater wetlands or regulated adjacent areas (100ft) within 500 feet of the project area, as per the NYSDEC. There are no NYSDEC regulated freshwater wetlands or regulated adjacent areas (100ft) within the project area, as per the NYSDEC Environmental Resource Mapper, and confirmed by a site visit. NWI wetland mapping was reviewed, and no federal wetlands are mapped within the project limits.

Federal and NYSDEC Regulatory mapping is provided in the Report Attachments.

3.2.6 Aquifers

The project is not located in a federal Sole Source Aquifer area or a Primary Aquifer area; however, the project is located within a Principal Aquifer Area. It is not anticipated that the project will significantly impact these aquifers. Surface water will be protected during project construction through the use of NYSDEC Approved Erosion and Sediment Control practices and no in stream work is anticipated for the project.

3.2.7 Stormwater

The project will result in one or more acres of ground disturbance. As such, coverage under the NY SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-25-001) will be required for the project.

3.2.8 FEMA Floodplain

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) were reviewed to determine the presence of floodplains within the project limits. Review of mapping revealed that portions of the project area are located within a FEMA floodplain or regulatory floodway. The project site is located in Zone A and Zone X. Flood Zone A refers to high-risk areas with a 1% annual chance of flooding. Zone X is described as the areas of minimal flood hazard, which are the areas outside the Special Flood Hazard Area and higher than the elevation of the 0.2-percent-annual-chance flood. No adverse impact is expected to occur to the floodplain as a result of the project.

3.2.9 Endangered Species

The NYSDEC Online Environmental Resource Mapper (ERM) was reviewed to determine the potential for presence of State Listed Threatened or Endangered Species within the project area. The project is not in the vicinity of animals listed as endangered or threatened, so coordination with the NYSDEC Natural Heritage Program (NYNHP) was not required.

The NYSDEC Environmental Resource Mapping is included in the Environmental Appendix.

The USFWS Information for Planning and Consulting (IPaC) website was used to screen the site for federally listed endangered species. It was determined that the federal proposed threatened species the Monarch Butterfly (*Danaus plexippus*) has the potential to be found at the project location. This species was proposed for listing as threatened (December 12, 2024, FR 2024-2885). FHWA has determined that the proposed action will not jeopardize the continued existence of the species. The project is NEPA CE and therefore is covered under the FHWA's ESA Monarch "No Jeopardy" letter of 12/31/2024, which has been included within the Environmental Appendix. Requirements under Section 7(a)(4) have been satisfied and conference with USFWS is not required.

The endangered bat species Northern Long Eared Bat (*Myotis septentrionalis*) is listed with the potential to be found in the project location. The Federal Highways Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat Determination Key was completed, and a May Affect, Not Likely to Adversely Affect Determination was reached. Concurrence on this determination will be finalized by NYSDOT Region 4 prior to design approval for the project.

The USFW IPaC Official Species list, Determination Key and Transmittal Sheet are included in the project attachments.

No adverse impact to special concern or endangered species is expected to occur as a result of the proposed project.

3.2.10 Section 106 Historic Resources

Per the conditions for Categorical Review under the Programmatic Agreement among the Federal Highway Administration, the New York State Historic Preservation Officer, the Advisory Council on Historic Preservation, the National Park Service, and the New York State Department of Transportation Regarding the Federal-Aid Highway Program in New York State (Section 106 PA), the Regional Cultural Resource Coordinator concluded on October 2, 2025 that the project activities meet the conditions described in Stipulation IV.A. and Appendix B of the Section 106 PA. Therefore, the project activities will result in a finding of No Historic Properties Affected under the Section 106 PA Categorical Review. No further coordination is required and the requirements under 36 CFR Part 800 have been satisfied. A copy of the No Historic Properties Affected/Categorial Review memo with worksheet is included in Appendix B.

3.2.11 Farmland

State Farmland and Agricultural Districts
Based on a review of the NYS Agricultural District Maps, the proposed project is not located within a NYS Agricultural District for Livingston County. The proposed project will not acquire more than one acre from an actively operated farm within any of the Agricultural Districts, or more than ten acres within any of the individual Agricultural Districts, the notification requirements of the NYS Agriculture and Markets Law do not apply. The project location is located in an area with soil that is considered ‘prime farmland soils’ and ‘prime farmland soils if drained’. No impacts to the farmland soils are anticipated as a result of this project.

Federal Prime and Unique Farmland
Acquisition of prime or unique farmland, or farmland of state or local significance, will not be required for this project. Completion of the US Department of Agriculture Farmland Conversion Rating (Form AD 1006) will not be required.

3.2.12 Asbestos Containing Materials

The site was reviewed for the presence of potential Asbestos Containing Materials (ACMs). A site visit was performed, and potential ACMs were identified that may be impacted by project activities. A sample of each potential ACM was collected and sent to a NYSDOH Certified laboratory for analysis. The laboratory results indicate that the samples did not contain asbestos. The Asbestos Report can be found in the Environmental Appendix.

3.2.13 Hazardous Waste/Contaminated Materials

A hazardous waste screening/assessment was conducted for the project site utilizing procedures in the NYSDOT TEM Chapter 5.1. The assessment was prepared in general accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Designation E1527-13). No conditions that would result in the exposure of Hazardous Waste and/or Contaminated Materials during project activities were discovered during the assessment. As such, no further studies are recommended. The Hazardous Waste/Contaminated Materials Screening Report can be found in Appendix B.

3.3 ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

Permits

New York State Department of Environmental Conservation (NYSDEC):

- SPDES Stormwater General Permit for Construction Activity (GP-0-25-001)
- NYSDEC Section 401 Water Quality Certification

Army Corps of Engineers (USACE)

- Section 404 Permit – Nationwide Permit #3

New York State Department of Transportation (NYSDOT):

- Highway Work Permit

Coordination

- New York State Department of Transportation (NYSDOT)
- Army Corps of Engineers (USACE):
- New York State Historic Preservation Office (NYSHPO)
- US Fish and Wildlife Service (USFWS)
- New York State Department of Environmental Conservation (NYSDEC)
- Federal Highway Administration (FHWA)
- Town of Livonia
- Livingston County

4.1 FUNDING

FUNDING SOURCE: ☐ 100% State ☒ Federal

MPO INVOLVEMENT: ☐ No ☒ Yes
TIP Name: Big Tree Road Pedestrian Improvement Project
TIP No.: N24-05-LV2

TIP AMENDMENT REQUIRED: ☐ No ☒ Yes; Needed by: PS&E

STIP STATUS: ☒ On STIP ☐ Not on STIP

4.2 COST AND SCHEDULE

☐ Public Meeting ☐ 4(f)/106 FHWA sign-off
☒ Permits ☒ Consultant(s) for: Design Phases I-VI
☐ Other – Identify e.g., utilities, endangered species (ESA)

Schedule and Cost

Project Phase	Activity Duration	Estimated Cost	IPP Cost[3]	Funding Source	Obligation Date
Design I-VI	16 months	$565,083[1]	$660,000		
Construction	8 months	$3,507,553[2]	$3,329,532		
Construction Inspection	8 months	$245,529[2]	$355,400		
TOTAL ESTIMATED COST		**$4,318,165**	**$4,344,932**		

BASIS OF ESTIMATE:

Notes:

1. Per Project Contract with Town of Livonia
2. Per Appendix G (Engineer's Opinion of Probable Cost) and Project Costs Table
3. Per Initial Project Proposal (IPP)

PROGRAM DISPOSITION/LETTING: Scheduled for letting in SFY 2027

STATEWIDE SIGNIFICANCE: ☒ No Remarks:

Design approval is scheduled for February of 2026 with construction scheduled to begin in April of 2027 and last 8 months.

Project Schedule	
Activity	**Date Occurred/Tentative**
Scope Approval	October 2024
Design Approval	February 2026
ROW Acquisition	NA
Construction Start	April 2027
Construction Complete	November 2027

Project Costs - Design Bid Build		
Recommened Alternative		**Alternative**
Earthwork		$107,023
Pavement and Subbase		$837,247
Drainage		$543,310
Sidewalks and Curbs		$548,166
Signs & Pavement Markings		$40,155
Traffic Signals		$37,705
Misc. Utilities (Water/Sewer)		$16,000
WZTC		$150,900
Landscaping		$196,658
Stormwater/SPDES		$97,129
Miscellaneous/Incidentals	7%	$180,201
Field Change	5%	$138,000
Mobilization	4%	$115,700
Subtotal in Base Year Dollars		**$3,008,193**
Contingency/Risk	10%	$300,819
Subtotal in Base Year Dollars		**$3,309,013**
Cost Data Year and Midpoint of Construction Year	*2025*	*2027*
Inflation/Escalation to Midpoint of Construction	3%	$198,541
Award/Construction Cost		**$3,507,553**
Preliminary Design (Cost to Date)		$319,638
Final Design (Resource Cost Estimate)		$245,444
QC & Administration of Final Design and Contract	3%	$105,227
Construction Inspection	7%	$245,529
ROW		$0
Total Project Cost		**$4,423,391**
Rounded to nearest $10K		**$4,420,000**

5.1 PUBLIC INVOLVEMENT

Notifications to public officials, potential stakeholders and emergency responders and schools have been completed.

Public Involvement Plan Schedule of Milestone Dates	
Activity	**Date Occurred/Tentative**
Meeting with Town Reps.	November 2025
Public Informational Meeting	January 2026

Refer to **Appendix K** for project correspondence.

6.1 LIST OF ATTACHMENTS / APPENDICES

A. Maps – Preliminary Plans, Profiles & Typical Sections *(Under Separate Cover)*
B. Environmental Information *(Under Separate Cover)*
C. Traffic Information *(Under Separate Cover)*
D. Crash Analysis *(Under Separate Cover)*
E. Pavement Information *(Under Separate Cover)*
F. Traffic Sign and Sidewalk Inventory and Evaluation *(Under Separate Cover)*
G. Drainage Report *(Under Separate Cover)*
H. Initial Project Proposal (IPP)
I. Capital Projects Complete Streets Checklist
J. Estimate of Probable Construction Cost
K. Project Correspondance and Public Participation Information

APPENDICES

APPENDIX A

MAPS
PRELIMINARY PLANS, PROFILES & TYPICAL SECTIONS

(Under Separate Cover)

APPENDIX B

ENVIRONMENTAL INFORMATION

(Under Separate Cover)

APPENDIX C

TRAFFIC INFORMATION

(Under Separate Cover)

APPENDIX D

CRASH ANALYSIS

(Under Separate Cover)

APPENDIX E

PAVEMENT INFORMATION

(Under Separate Cover)

APPENDIX F

TRAFFIC SIGNS INVENTORY AND EVALUATION

(Under Separate Cover)

APPENDIX G

DRAINAGE REPORT

(Under Separate Cover)

APPENDIX H

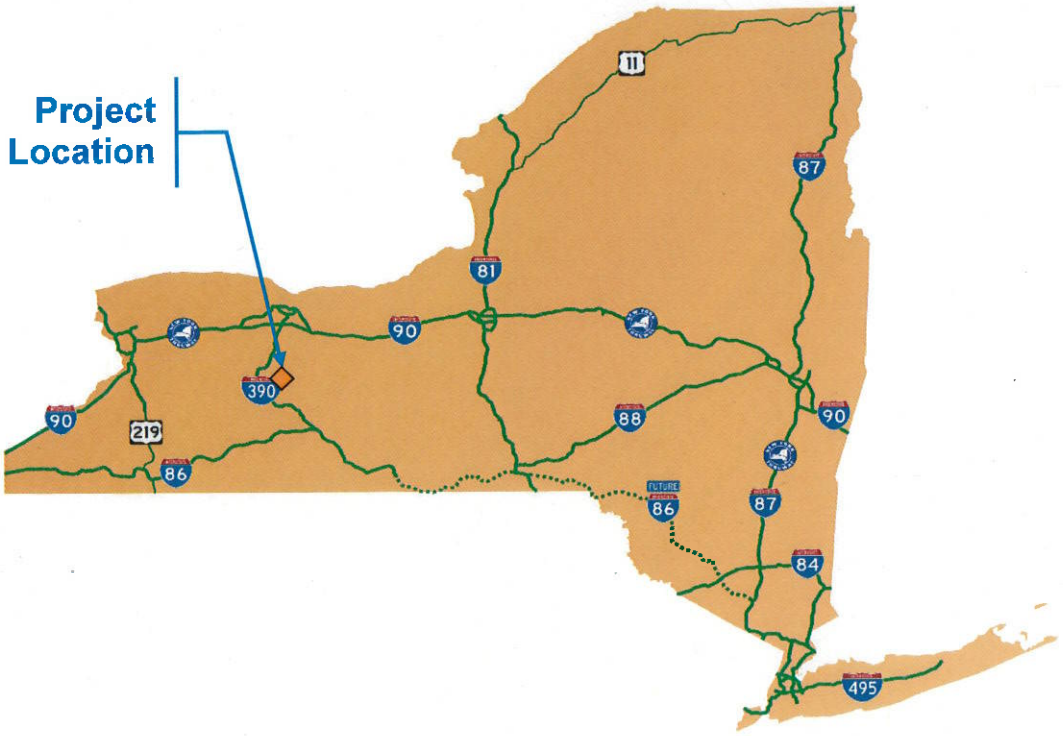
INITIAL PROJECT PROPOSAL (IPP)

Transportation Project Report

Initial Project Proposal

October 2024

Big Tree Road Pedestrian Improvement Project (Livonia)
Project Identification Number (PIN) 476150
Town of Livonia
Livingston County



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

PROPOSED PROJECT DETAILS

PIN	TIP Number	Target Letting Date
476150	N24-05-LV2	January 2027

Proposed Project Title
Big Tree Road Pedestrian Improvement Project

County	Municipality
Livingston	Town of Livonia

Project Description
This project will improve the sidewalks, crosswalks, curbing, and drainage infrastructure on Big Tree Road from West Lake Road to Rochester Road in the Town of Livonia, Livingston County.

Public Friendly Description
This project will improve the sidewalks, crosswalks, curbing, and drainage infrastructure on Big Tree Road from West Lake Road to Rochester Road in the Town of Livonia, Livingston County.

Regional Local Project Liaison (NYSDOT staff name)	**Responsible Organization** ('Sponsor' or Agency name)
Jon Harman	Town of Livonia

Cost Categories

#	Cost Category	Planned Estimated Project Cost
1	SCOPING	NA
2	PRELIMINARY DESIGN	$330,000
3	DETAILED DESIGN	$330,000
4	CONSTRUCTION	$3,329,532
5	CONSTRUCTION INSPECTION	$355,400

Total Planned Estimated Project Cost	$4,344,932
Total TAP Funding Amount	$4,344,932

Scope of Work

#	Scope of Work	Scope of Work Percentage
1	Pedestrian Facility (Highway): New	100
2	Safety Miscellaneous	
3	Drainage: Rehab	

Accomplishments - Current Planned

#	Description	Unit Description	Qty
1	Complete Streets - Pedestrian - Sidewalk (New or Improved)	LF	3,000
2	ADA Ramps (New)	# RAMPS	2
3	Drainage Channel Maintenance/Restoration/Realignment	LF	3,000
4	Complete Streets - Intersection - Crosswalks (New or Improved)	#	2

PROPOSED PROJECT DETAILS (CONT'D)

Anticipated State Environmental Classification	Anticipated Federal Environmental Classification
SEQR Type II	NEPA Class II, CE

Project Type	Statewide Significance (Yes or No)
Pedestrian and Bicycle Facilities	No

Consultant Involvement
Regular Designation, 1-6, Preliminary and Final Design

Project Specific Issues

Main Office Program
TAP

LOCATION

GIS Landing

Road Name	Begin Milepoint	End Milepoint	Total Lane Miles	Total Centerline Miles
US 20 A	14.612	15.133	1.04	0.52

Structures

#	Structure Type	Structure ID Number	On National Highway System?	On State Highway System?	On Federal Aid System?

County(s)
Livingston

Political Districts

Congressional District	State Senate District	State Assembly District(s)
24	54	133

PROJECT SCHEDULE

P6 Activity ID	P6 Activity Name	P6 Approved Baseline (BL) Date
099	IPP APPROVED	October 2024
289	DESIGN APPROVAL GRANTED	October 2025
359	ADP COMPLETED	May 2026
379	PS&E SUBMITTED	November 2026
386	ADVERTISEMENT	December 2026
389	LETTING HELD	January 2027
739	CONTRACTOR'S FIRST DAY OF WORK	April 2027
779	CONTRACT COMPLETION DATE	November 2027

Project Delivery Method: Design-Bid-Build Low Bid

ATTACHMENTS

The following Checklist(s) will be completed during preliminary design:

- ☒ **Federal Environmental Approvals Worksheet (FEAW)**
- ☒ **Social, Economic and Environmental Resources Checklist**
- ☒ **Capital Projects Complete Streets Checklist**
- ☒ **Smart Growth Checklist**

PROJECT APPROVAL

Sponsor Approval Signature	Signature Date
	10/18/24

RPPM Approval Signature	Signature Date
	10/29/24

Regional Director Approval Signature	Signature Date
	11/4/24

APPENDIX I

CAPITAL PROJECTS COMPLETE STREETS CHECKLIST

PIN:	4761.50	**Project Location:**	Town of Livonia, Livingston County
Context:	○ **Urban / Village** ○ **Suburban** ◉ **Rural**		
Project Title:	Big Tree Road Pedestrian Improvement Project		

STEP 1- APPLICABILITY OF CHECKLIST		
1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	◉ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.*** [ ]	○ **Yes** ◉ **No**

STEP 1 prepared by: Thomas Najuch Date: 8/27/2025

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	◉ Yes ○ No	Genesee Transportation Council (GTC- MPO) prepared the "Lakeville Corridor Strategic Plan"
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	◉ Yes ○ No	the "Lakeville Corridor Strategic Plan" study proposed these features for the project area
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	○ Yes ◉ No ◉ Yes ○ No	the existing shoulder provides the width needed to accommodate bicyclists without the signage or pavement markings and the existing shoulder pavement is in deteriorated condition
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	◉ Yes ○ No	the community expressed desire for bicycle tourism in the corridor study
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	◉ Yes ○ No	the community expressed desire for bicycle tourism in the corridor study
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	◉ Yes ○ No	single family homes and small businesses along Big Tree Road generate pedestrian and bicycle traffic
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	○ Yes ◉ No	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	◉ Yes ○ No	no sidewalk on the south side of Big Tree Road

STEP 2 prepared by: Thomas Najuch Date: 8/27/2025

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ◉ Yes ○ No

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	◉ Yes ○ No	the community expressed desire for "way finding" signage in the corridor study for Big Tree Road
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ Yes ◉ No	no history of bicycle or pedestrian crashes exist within the 3yr study
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	◉ Yes ○ No	there are no pedestrian signal features at the Big Tree Road and West Lake Road intersection
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ Yes ◉ No	the posted speed limit is 35 mph
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ Yes ◉ No	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	◉ Yes ○ No	currently missing sidewalks and bicycle lanes
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	◉ Yes ○ No	the community expressed desire for pedestrian-level lighting in the corridor study
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	○ Yes ◉ No	the community expressed desire for street appurtenances in the corridor study

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	(●) Yes ( ) No	sidewalks are absent on the south side of Big Tree Road where multiple residential properties exist to generate both peds and bicyclists
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	( ) Yes (●) No	no existing transit route facilities are present within the project limits
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	(●) Yes ( ) No	the addition of driveway curb cuts will provide better access management
3.12	Is the project on a “local delivery” route and/or do area businesses rely upon truck deliveries that need to be considered in design?	(●) Yes ( ) No	single family homes and small businesses along Big Tree Road have deliveries made
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	(●) Yes ( ) No	green infrastructure can be added to treat roadway stormwater runoff
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	(●) Yes ( ) No	bicycle lanes, pavement markings, and signage could be added

STEP 3 prepared by: Thomas Najuch Date: 8/27/2025

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

APPENDIX J

ESTIMATE OF PROBABLE CONSTRUCTION COST

BIG TREE ROAD (US 20A) PEDESTRIAN IMPROVEMENT PROJECT WEST LAKE ROAD (NY 256) TO CONESUS CREEK OUTLET BRIDGE TOWN OF LIVONIA, LIVINGSTON COUNTY P.I.N. 4761.50			SHARE BREAKDOWN WITH ENGINEER'S UNIT PRICES		
ITEM	**ITEM DESCRIPTION**	**UNIT**	**COST / UNIT**	**ESTIMATED QUANTITY**	**TOTAL ESTIMATED COST**
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	$ 35.00	2,972	$ 104,023.76
203.03	EMBANKMENT IN PLACE	CY	$ 30.00	100	$ 3,000.00
203.07	SELECT GRANULAR FILL	CY	$ 80.00	1,020	$ 81,600.00
204.01	CONTROLLED LOW STRENGTH MATERIAL (CLSM)	CY	$ 400.00	1	$ 520.00
206.0201	TRENCH AND CULVERT EXCAVATION	CY	$ 55.00	1,552	$ 85,376.50
207.20	GEOTEXTILE BEDDING	SY	$ 5.00	10	$ 49.00
207.21	GEOTEXTILE SEPARATION	SY	$ 3.00	5,968	$ 17,903.40
208.5801	STORMWATER TREATMENT SYSTEM SWTD - MAXIMUM TREATMENT FLOW RATE OVER 10.0 CFS UP TO 15.0 CFS	EACH	$ 92,000.00	1	$ 92,000.00
209.2301	SEDIMENT FILTER LOG-TEMPORARY,12"	LF	$ 8.00	641	$ 5,128.50
304.12	SUBBASE COURSE, TYPE 2	CY	$ 80.00	2,476	$ 198,041.75
304.15	SUBBASE COURSE, OPTIONAL TYPE	CY	$ 80.00	504	$ 40,280.00
404.0001	PLANT PRODUCTION QUALITY ADJUSTMENT TO ASPHALT ITEMS	QU	$ 95.00	170	$ 16,131.00
404.0972	9.5 F2 TOP COURSE ASPHALT, 70 SERIES COMPACTION	TON	$ 150.00	1,475	$ 221,220.00
404.1989	19 F9 BINDER COURSE ASPHALT, 80 SERIES COMPACTION	TON	$ 200.00	730	$ 146,020.00
404.3789	37.5 F9 BASE COURSE ASPHALT, 80 SERIES COMPACTION	TON	$ 130.00	1,323	$ 171,951.00
407.0102	DILUTED TACK COAT	GAL	$ 9.00	967	$ 8,703.00
418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF	$ 1.00	23,040	$ 23,040.02
490.15	PRODUCTION COLD MILL SURFACE PLANING OF BITUMINOUS CONCRETE	SY	$ 8.00	854	$ 6,833.60
603.171316	GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2"CORRUGATIONS) 21 INCH DIAMETER, 16 GAUGE	EACH	$ 600.00	1	$ 600.00
603.9812	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORMDRAIN 12 INCH DIAMETER	LF	$ 50.00	514	$ 25,675.00
603.9815	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORMDRAIN 15 INCH DIAMETER	LF	$ 60.00	1,614	$ 96,849.04
603.9818	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORMDRAIN 18 INCH DIAMETER	LF	$ 70.00	727	$ 50,869.00
604.300103	RECTANGULAR DRAINAGE STRUCTURE TYPE A FOR #3 WELDED FRAME	LF	$ 650.00	25	$ 16,055.00
604.300311	RECTANGULAR DRAINAGE STRUCTURE TYPE C FOR #11 WELDED FRAME	LF	$ 650.00	5	$ 3,185.00
604.301911	RECTANGULAR DRAINAGE STRUCTURE TYPE S FOR #11 WELDED FRAME	LF	$ 650.00	68	$ 44,330.00
604.302016	RECTANGULAR DRAINAGE STRUCTURE TYPE T FOR #16 WELDED FRAME	LF	$ 650.00	51	$ 33,215.00
605.0901	UNDERDRAIN FILTER TYPE 1	CY	$ 90.00	182	$ 16,371.00
605.1501	PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 4 INCHDIAMETER	LF	$ 9.00	4,865	$ 43,785.90
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY	$ 1,200.00	209	$ 251,160.00
608.020102	ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS,AND VEGETATION CONTROL STRIPS	TON	$ 50.00	134	$ 6,695.00
609.0401	CAST-IN-PLACE CONCRETE CURB TYPE VF6	LF	$ 50.00	5,001	$ 250,031.00
610.1605	TURF ESTABLISHMENT - PERFORMANCE	SY	$ 20.00	1,783	$ 35,658.00
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	*****LS*****	1	$ 150,000.00
619.04	TYPE III CONSTRUCTION BARRICADE	EACH	$ 150.00	6	$ 900.00
619.110611	(PVMS) STANDARD SIZE - FULL MATRIX (LED) NO OPTIONALEQUIPMENT SPECIFIED, NO CELLULAR COMMUNICATIONS REQUIRED	CW	$ 600.00	4	$ 2,400.00
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A)	INTM	$ 600.00	4	$ 2,400.00
619.27	MAILBOXES	EACH	$ 275.00	40	$ 11,000.00
620.03	STONE FILLING (LIGHT)	CY	$ 225.00	5	$ 1,080.00
625.01	SURVEY OPERATIONS	LS	*****LS*****	1	$ 75,000.00
627.50140008	CUTTING PAVEMENT	LF	$ 3.00	9,135	$ 27,403.86
634.90010001	GATEWAY SHADE STRUCTURE	LS	*****LS*****	1	$ 150,000.00
637.11	ENGINEER'S FIELD OFFICE - TYPE 1	MNTH	$ 2,500.00	9	$ 22,500.00
637.34	OFFICE TECHNOLOGY AND SUPPLIES	DC	$ 1.00	1,000	$ 1,000.00
655.1103	WELDED FRAME AND RETICULINE GRATE 3	EACH	$ 1,500.00	5	$ 7,500.00
655.1111	WELDED FRAME AND RETICULINE GRATE 11	EACH	$ 1,000.00	17	$ 17,000.00
655.1116	WELDED FRAME AND RETICULINE GRATE 16	EACH	$ 1,750.00	11	$ 19,250.00

BIG TREE ROAD (US 20A) PEDESTRIAN IMPROVEMENT PROJECT WEST LAKE ROAD (NY 256) TO CONESUS CREEK OUTLET BRIDGE TOWN OF LIVONIA, LIVINGSTON COUNTY P.I.N. 4761.50			SHARE BREAKDOWN WITH ENGINEER'S UNIT PRICES		
ITEM	**ITEM DESCRIPTION**	**UNIT**	**COST / UNIT**	**ESTIMATED QUANTITY**	**TOTAL ESTIMATED COST**
663.1301	HYDRANT	EACH	$ 8,000.00	2	$ 16,000.00
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	$ 2,250.00	2	$ 4,500.00
680.520606	TRAFFIC SIGNAL CONDUIT, RIGID PLASTIC, CLASS 2, 2"	LF	$ 11.00	80	$ 880.00
680.54	INDUCTANCE LOOP INSTALLATION	LF	$ 18.50	120	$ 2,220.00
680.71	SHIELDED LEAD-IN CABLE	LF	$ 4.00	500	$ 2,000.00
680.72	INDUCTANCE LOOP WIRE	LF	$ 1.50	360	$ 540.00
680.730514	SIGNAL CABLE 5 CONDUCTORS, 14 AWG	LF	$ 4.25	500	$ 2,125.00
680.813105	PEDESTRIAN SIGNAL MODULE - 12 INCH BI-MODAL,HAND/MAN SYMBOLS LED	EACH	$ 190.00	8	$ 1,520.00
680.813106	PEDESTRIAN SIGNAL SECTION - POLYCARBONATE, TYPE I, 12 INCH	EACH	$ 320.00	16	$ 5,120.00
680.8141	PEDESTRIAN SIGNAL BRACKET MOUNT ASSEMBLY	EACH	$ 500.00	8	$ 4,000.00
680.815001	PEDESTRIAN SIGNAL MODULE - 12-INCH COUNTDOWN TIMER, LED	EACH	$ 200.00	8	$ 1,600.00
680.8152	ACCESSIBLE PEDESTRIAN SIGNAL (APS) WITH POST	EACH	$ 2,100.00	4	$ 8,400.00
685.1102	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	$ 1.00	5,003	$ 5,003.00
685.1202	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	$ 1.00	5,432	$ 5,432.00
686.01000011	WHITE PREFORMED THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES	LF	$ 5.00	3,494	$ 17,470.00
686.02000011	YELLOW PREFORMED THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES	LF	$ 5.00	450	$ 2,250.00
686.04000011	WHITE PREFORMED THERMOPLASTIC REFLECTORIZED PAVEMENT SYMBOLS	EACH	$ 200.00	50	$ 10,000.00
697.03	FIELD CHANGE PAYMENT	DC	$ 1.00	133,600	$ 133,600.00
698.04	ASPHALT PRICE ADJUSTMENT	DC	$ 1.00	100	$ 100.00
698.05	FUEL PRICE ADJUSTMENT	DC	$ 1.00	100	$ 100.00
	Contract Total without Mobilization				**$ 2,806,594.33**
699.040001	MOBILIZATION	LS	*****LS*****	1	$ 112,200.00
	Contract Total with Mobilization				**$ 2,918,794.33**

APPENDIX K

PROJECT CORRESPONDANCE AND PUBLIC PARTICIPATION INFORMATION

Big Tree Road Pedestrian Improvement Project
PIN 4761.50
Town of Livonia, Livingston County

Gateway Feature Alternative Concepts Review Meeting - Minutes

Date: Friday, October 24, 2025

Time: 10:00am – 11:00am

Place: Virtual Meeting via MS Teams

Attendees:

- Julie Holtje, Town of Livonia (bz2@livoniany.org)
- Adam Backus, Town of Livonia (bz@livoniany.org)
- Jim Campbell, Town of Livonia (jim@krukandcampbell.com)
- Jon Harman, NYSDOT RLPL (jon.harman@dot.ny.gov)
- Jonathan Ottman, Lu Engineers Senior Project Manager (jottman@luengineers.com)
- Zac Rood, Azar Design Co., Landscape Architect (zrood@azardzn.com)
- Sam Rimm-Kaufman, Azar Design Co., Landscape Designer (srimmkaufman@azardzn.com)

Purpose:

The purpose of the meeting is to review and discuss the Gateway Feature Alternative Concepts developed by Azar Design.

Welcome & Introductions

- Meeting purpose and expected outcomes

  Expected outcomes:
  - *Discuss which approach to advance and refine before public presentation*
  - *Discuss methods and format for the public presentation*
- Attendee introductions
- *Corridor Committee will be excited to review slide deck*
  - *Julie will share this presentation with the committee*

Background Review

- Overview of 2024 *Lakeville Corridor Strategic Plan* goals:
  - Sense of place and gateway identity
  - Lake stewardship and community branding
- 2022 *Livingston County Wayfinding Strategy* highlights:
  - County-wide consistency
  - "Western Gateway to the Finger Lakes" theme
  - *Our designs pull from this plan, but visual language could be developed to be more distinct or to more closely match, based on committee recommendations*

Site Analysis Summary

- Review of potential gateway locations by quadrant (1 – 4) and position (A & B)
  - *Preference for Q1 – Northeast Quadrant*
    - *Position A (foreground in front of swale)*
    - *Position B (elevated behind swale)*
- Discussion of visibility, safety, drainage, and power availability
  - *Power available in Q1 – 160' from foreground gateway location*
  - *"A" Location is safe and sufficient*
- Review of site photos and diagrams

Gateway Concepts Review

- Heritage Stone Masonry – civic, local tradition, reflects familiar geology of Letchworth Park, Seneca Quarry, etc.
  - *Stone clad archway – language of canal era and historic bridgeways*
  - *Dry stacked wall – more traditional, smaller scale intervention*
- Crafted Timber – warm, engaging, human-scale
  - *Timber frame – connects to local timber tradition, creates a space to occupy in the landscape, simple and clean in its dimensionality*
- Monumental Lettering – simple, iconic identity, sculptural
  - *Lettering in cast stone or metal, with a berm, stonework and/or landscaping to highlight lettering*
- Artistic Fabricated Metal – storytelling, modern, playful, layered, textures
  - *Local Finger Lakes metal artist Sam Castner*
  - *Layers of Hills and Lakes – abstraction in form, clear messaging, landscape foundation*
- Discussion of scale, lighting, and landscape integration
  - *Allocating funds for lighting in costing – to what degree would impact cost*
  - *Connecting to existing power source for lighting the gateway sign*
  - *Landscape that responds to existing swale and intersection*
    - *Creates a backdrop (low Berm) and distinct identity for this corner and the gateway element*
    - *Low maintenance and durable*

Cost and Constructability Overview

- Review of cost matrix and comparative ranges
  - *In a similar footprint, stone tends to be more expensive*
  - *$135,000 – $185,000 est. including 30% contingencies*
  - *Can tune any one of the designs into a comfortable price range by investing more or less in certain aspects*
  - *Sq footage-based cost calcs - would likely not be public yet until we cost out the preferred design*
- Discussion of foundation, lighting, and landscape allowances
  - *Could lighting be solar? – could simplify things, so long as lighting need is modest*
- Funding opportunities or cost-sharing approaches
  - *Opportunities to apply for a later grant for things like solar – build solar on foundation of structure*

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Messaging & Identity Discussion

- How to work with the community to choose the message?
  - *Ballots, drop box for ideas, other community participation practices*
  - *Extend the messaging to include coordinated primary and secondary messaging*
- Primary messaging larger for view from motorists – 2' - 4' depending on message
  - *Contrast and messaging hierarchy*
- Review of potential taglines and identity:
  - "*Western Gateway of the Finger Lakes"*
  - *"Head of Conesus Lake"*
  - *"Proudly Local – Lakeville, NY / Livonia / Livingston County"*

Feedback on Presentation from Town of Livonia

- *Likely not the wooden structure or the arch*
- *Grounded stone elements preferred*
  - *Like size and shape of the stone intervention*
- *Crosswalks may add significant cost and may not have much utilization*
- *4 options is good, 5 is too many*
- *LivCo sign is not necessarily going to be included – can address this in renderings before public round if needed*
- *Important to represent both Lakeville and the Town of Livonia on the sign for unity*
- ***Town of Livonia to discuss messaging with Corridor Committee and provide preferred messaging examples that we will present as choices to the attendees at the public information meeting***

Next Steps & Action Items

1. *Town of Livonia to comment on messaging and preferred concepts before Thanksgiving*
2. *Azar to respond to comments to compile public presentation*
3. *Public information meeting in Dec.*

Plan for the Public Information Meeting

- *Open House Format*
- *Venue – Town Hall*
  - *2 screens for presentation*
  - *Parking is plentiful between Town and Village parking lots*
    - *Boards and commenting also available online after the fact?*
  - *Boards available in advance and after the event to increase word of mouth and allow for asynchronous commenting (with sticky notes?)*
- *Preliminary Plan Printouts*
- *Posterboards – one for each gateway idea*
  - *Selection of preferred concept(s) for public presentation*
  - *for the most part use existing graphics, but changes are possible based on Livonia feedback*
- *Posterboard to vote on messaging*
  - *Dot Sticker Voting*
    - *worked well in the past for Livonia*
- *Ballot box for other ideas*

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