

689 Main Street  
Buffalo, NY 14203  
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[www.didonato.cc](http://www.didonato.cc)

**Client:**

City of Buffalo Dept. of Public Works  
NFTA  
Buffalo Place

**Client Contact:**

John Bidell  
Project Manager  
(716) 851-5625

**Engineers Estimate:**

\$1,847,854

**Bid:**

\$ 1,642,828

**Final Amount:**

\$1,621,154

**Schedule:**

334 Calendar Days

**Actual:**

355 Calendar Days (Delay in award pushed into winter)

**Completion Date:**

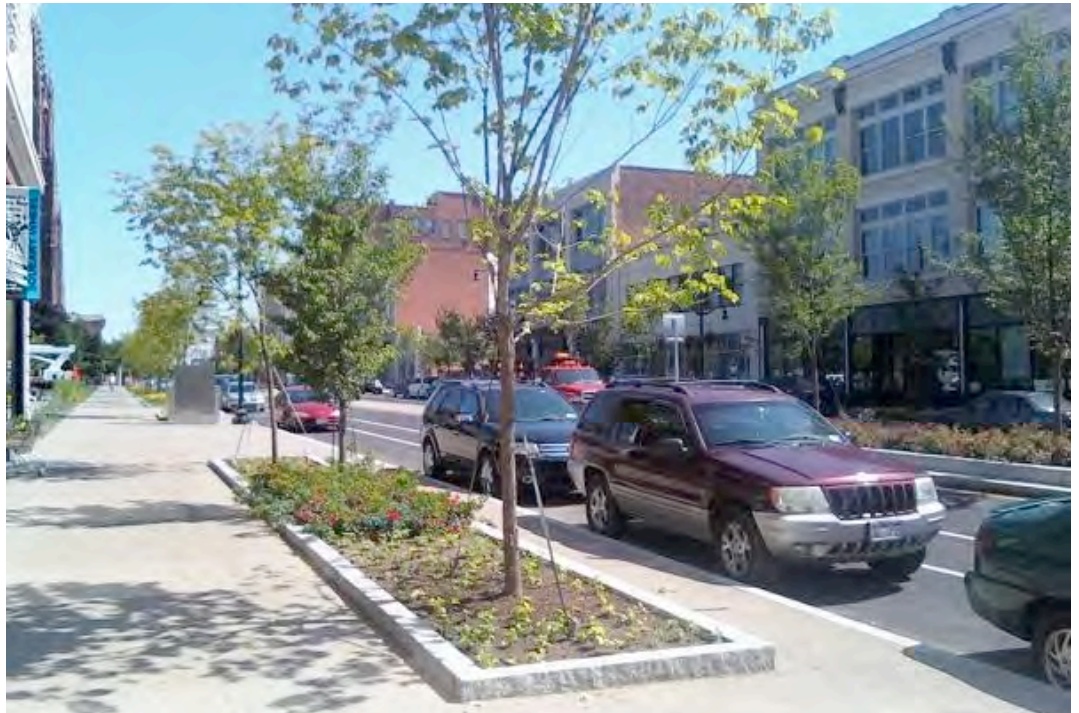
Spring 2009

**Key Personnel:**

Norman DiDonato, PE  
John DiDonato, PE  
Peter Ringo, PE  
William Ratka, PE  
Christopher Gardner, PE  
Pradeep Simlote, EIT  
Amy Schintzius, EIT  
Bob Berninger, NIV  
Mary Beth Shanley

**Design Team:**

**DiDonato Associates** – Project Management, Civil Engineering  
**Mathews Nielsen Landscape Architecture** – Landscape Architecture  
**Foit-Albert Associates** - Survey



As part of the Main Street Revitalization-Cars Sharing Main Street project, the City of Buffalo, Department of Public Works proposes to open one-way streets to two-way traffic from Scott Street to Goodell Street, in order to provide improved access within the downtown area and to bring in traffic to the inaccessible business areas in downtown Buffalo, in particular, the 700 Block of Main Street.

In 2008, the City of Buffalo advanced the preliminary studies for the rehabilitation of the 700 Block of Main Street between Tupper Street and Goodell Street. A key component to improving access to the properties along the block is the conversion of traffic from one-way to two-way. In addition, integral to improving the circulation on Main Street is converting Tupper Street from one-way to two-way traffic within the immediate area, which would include Tupper Street section from Pearl Street to Ellicott Street. The design includes one 10-foot median lane, two 11-foot travel lanes, two 5-foot bike lanes, and two 8-foot parking lanes, a 4-foot snow storage and removal zone, a 6' planting and landscaped zone and 10'-6" sidewalks. The median lane will include a dedicated left turn lane at each intersection, a curbed, landscaped median preceding the turn lanes to promote traffic calming and enhance the aesthetics and a flush concrete median to allow for driveway access.

Additional streetscape improvements include enhanced crosswalks, trees, street furniture, and traffic signal modifications.

The cost for the project was funded with STP-Urban and TEP funds. The project was completed in spring of 2009.

