**AERIAL/OVERHEAD UTILITIES**

**PARK**
- Project can be designed within a smaller timeframe.
- Construction duration will be reduced (critical relocations take less time).
- No additional costs to the project (no nationwide for aerial relocations).
- No additional costs to the residents (minimal for hanging or bracket costs through home owners no bills).

**SINS**
- Corridor will keep the visual appearance of additional poles and conduit wires.
- Will limit the types of plants/trees that can be used and their common.
- Less space for pedestrian use and features.
- More roadbed hazards (utility poles in snow storage).

**BURIED UTILITIES**

**PARK**
- Creates a more visually appealing corridor.
- Allows proper room for trees to be planted and space for them to grow.
- Creates more space for pedestrian use and features.
- Removes the poles which are themselves roadbed hazards.
- Long-term investment.

**SINS**
- Design and construction times will increase.
  1. There are design challenges due to the limited space for underground and the various existing and proposed utilities in the corridor (no indicated 4-6 months for design when done correctly).
  2. These utilities will have to be relocated before the highway reconstruction begins.
- There will be significant additional costs to the project:
  1. No has indicated that the general rule of thumb for estimating costs to relocate aerials/underground is $1 million per mile for simple projects ($8.5 million is a preliminary estimate for this project).
     a. Project budget is not sufficient for this.
     b. Costs would likely have to be passed on to city of Buffalo tax payers through their No. 33.
  2. Costs to service owners to switch their service from on to off ($3,000 to $5,000).

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**TYPICAL SECTIONS - INFRASTRUCTURE LAYOUT**

KENMORE AVENUE BETWEEN STARIN AVE. AND MAIN STREET

PROJECT NO. 2009.0003.00  SCALE: AS NOTED  DATE: OCTOBER, 2010  EXHIBIT 11