

# Transportation Industrial Access Study

Driving Park Avenue Site  
City of Rochester, New York

## Final Report



November 2007

Prepared for:

**GENESEE TRANSPORTATION COUNCIL**

City of Rochester  
Economic Development



# **TRANSPORTATION INDUSTRIAL ACCESS STUDY – PHASE II GENESEE TRANSPORTATION COUNCIL**

## **DRIVING PARK AVENUE SITE FINAL CONCEPT-LEVEL STRATEGY REPORT**

### **I. Introduction**

The purpose of this report is to recommend infrastructure improvements that will foster future development at the site. The contents of this report can be used by the City when preparing future grant applications for implementing these improvements. The report also includes concept level cost estimates for implementing these improvements, identifies potential future funding sources and recommends key next steps.

The Driving Park Avenue Site is a Brownfield site located in the City of Rochester in Monroe County (see *Figures 1 & 2*). The site once contained a DuPont photographic facility and is now completely vacant and without buildings. There are two access points along the east side of the site via Argo Park. There are no access points along the south side of the site via Driving Park Avenue. There is potential rail service to the site via the CSX railroad tracks which exist along the site's western border. The nearest arterial roads are Lexington Avenue to the south, Mount Read Boulevard to the west and Lake Avenue to the east.

### **II. Project Needs**

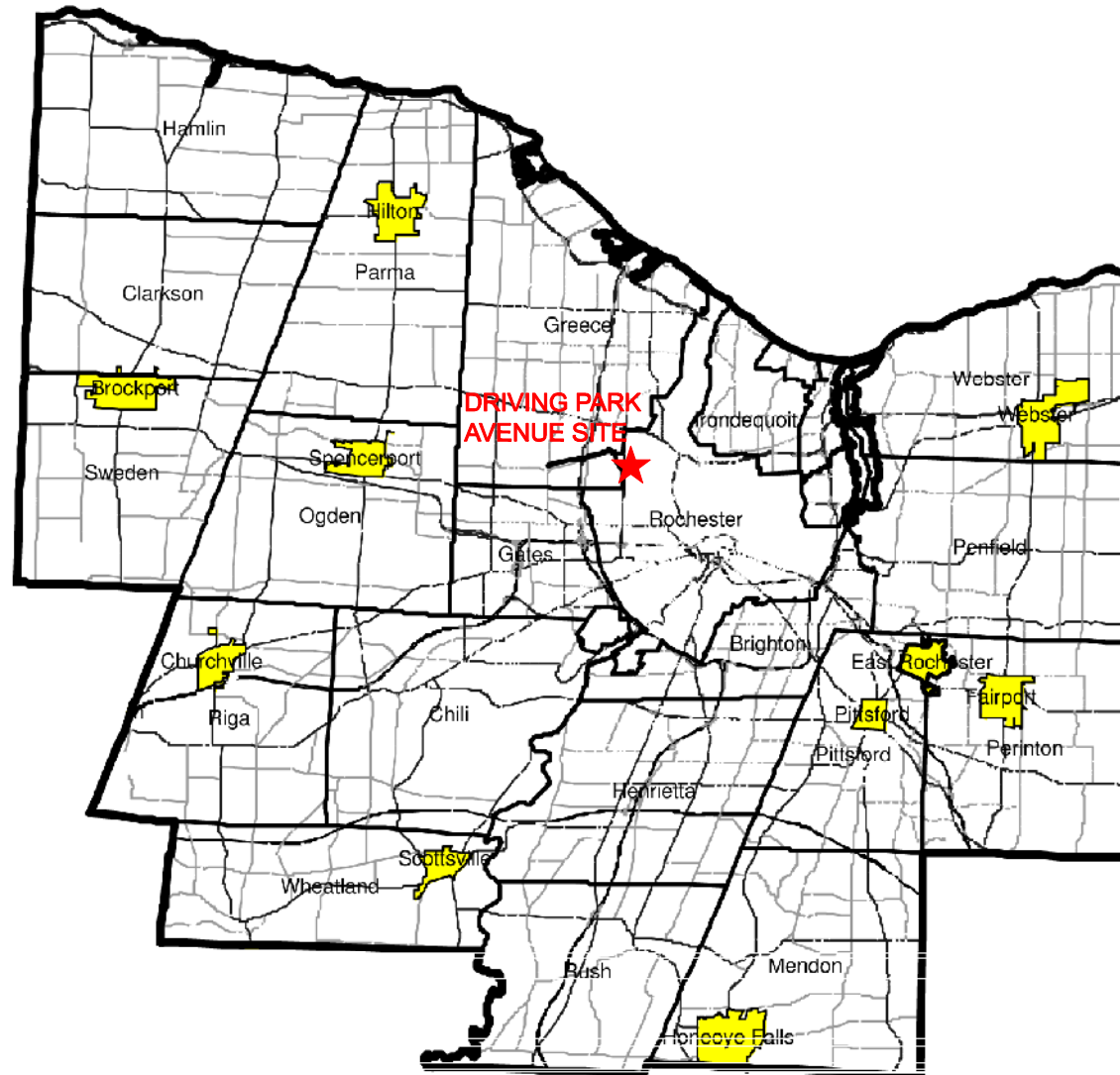
On February 14, 2007, Dewberry met with Erik Frisch of the GTC and David Balestiere of the City of Rochester Economic Development Department to identify concept level infrastructure improvements for the Driving Park Avenue site. Dewberry performed a site visit on February 20, 2007. The following is a brief summary of the improvement being considered along with its estimated cost.

#### ***Improve Vertical Clearance under Railroad Bridges at Driving Park Avenue***

The City desires to improve truck access from the west via Mount Read Boulevard and Driving Park Avenue to the site. Two railroad bridges are located on Driving Park Avenue between the site and Mount Read Boulevard. The posted vertical clearance of the two bridges is 11'-4". According to current New York State Department of Transportation design standards, a minimum vertical clearance of 14'-1" is required. Providing the standard clearance would allow free movement of truck traffic from Mount Read Boulevard to the site.



**Substandard Vertical Clearance**



# Dewberry

Dewberry-Goodkind, Inc.  
Rochester, New York

DATE  
JULY 2007

PROJ. NO.  
4602

SCALE  
NONE

PROJECT  
GENESEE TRANSPORTATION COUNCIL  
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE DUPONT DRIVING PARK PLANT  
CITY OF ROCHESTER  
MONROE COUNTY, NY

SHEET NO.

FIGURE 1





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FIGURE 2



This task proposes the reconstruction of approximately 800 linear feet Driving Park Avenue in the vicinity of the two railroad bridges. The profile of the reconstructed roadway would be lowered approximately 3 feet to provide the standard clearance. The reconstructed roadway would be the same width as the existing road, approximately 30 feet. However, due to the profile change, new pavement, curbs and short retaining walls along the curb lines would be required. The existing storm sewer, sanitary sewer and water main and other private utilities would also be replaced due to depth of cover issues. The cost of replacing the storm/sanitary sewer and water main has been included in this estimate. **The cost for this work is approximately \$1,758,000.**

During our site visit we noticed that in the vicinity of the two railroad bridges, Driving Park Avenue contains poor horizontal sight distance due to the abrupt curvature of the roadway and the proximity of the adjacent buildings and bridges. According to current New York State Department of Transportation design standards, a sight distance of 250 feet is required for a design speed of 35 mph. The existing sight distance is approximately half the required amount. In order to improve the sight distance to meet the design standard, a combination of adjusting the roadway alignment, relocating one of the bridges and probably partial building demolition would be required. These actions are considered to be logistically and financially prohibitive and as such a cost estimate for this work was not prepared as part of the scope of this report.



Substandard Stopping Sight Distance

### III. Possible Funding Options

The online Catalog of Federal Domestic Assistance (CFDA) gives you access to a database of all Federal programs available to State and local governments. Contact the office that administers the program and find out how to apply. Visit the following website: <http://12.46.245.173/cfda/cfda.html>

Below is a summary of the applicable programs that can be found on the CFDA website:

#### **11.300 GRANTS FOR PUBLIC WORKS AND ECONOMIC DEVELOPMENT FACILITIES**

##### **OBJECTIVES**

To enhance regional competitiveness and promote long-term economic development in regions experiencing substantial economic distress. EDA provides Public Works investments to help distressed communities and regions revitalize, expand, and upgrade

their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term private sector jobs and investment. Current priorities include proposals that help support existing industry clusters, develop emerging new clusters, or attract new economic drivers.

**11.303, Economic Development Technical Assistance; 11.307, Economic Adjustment Assistance;**

**EXAMPLES OF FUNDED PROJECTS**

(1) Infrastructure for industrial park development; (2) port development and expansion; (3) infrastructure necessary for economic development (e.g. water/sewer facilities); (4) renovation and recycling of old industrial buildings; (5) construction of vocational/technical facilities and skill centers; (6) construction of incubator facilities; (7) redevelopment of Brownfield's; and (8) eco-industrial development.

Visit the following web site for more information: <http://www.eda.gov/>

**THE NYS INDUSTRIAL ACCESS PROGRAM**

The New York State Industrial Access Program has been designed to complement economic development projects throughout the State where transportation access poses a problem or may offer a unique opportunity to the viability of a project. It is important to emphasize that before a formal application is prepared, a potential applicant should initiate discussion with the Regional Program Coordinator of the New York State Department of Transportation to obtain up-to-date advice and information that are likely to facilitate the remainder of the process.

Visit the following web site for more information:  
<https://www.nysdot.gov/portal/page/portal/site-index>

Municipalities, governmental agencies, and others who are considering submitting an application for the use of Industrial Access Funds should be aware of the following features of the Program. (The law creating the Program and the State's rules and regulations governing the administration of the Program are contained in the Appendix.)

Municipalities, industrial development agencies, or other governmental agencies involved in promotion economic development are eligible Industrial Access Program applicants. In the case of a private corporation, a State agency, municipality, or industrial development agency must sponsor the project and file an application with the NYSDOT Regional Director on behalf of the non-governmental entity.

Awards are made on a 60% grant, 40% interest free loan basis, up to a maximum of \$1 million. As specified by law, the loan portion must be paid back within 5 years after the acceptance of the project by the department. Repayment terms are negotiable.

Eligible work includes design, acquisition of property, public access road/rail construction or reconstruction, curbing, sidewalks, traffic control and safety devices, drainage systems, landscaping and similar work that may facilitate industrial access.

### **THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

The Statewide Transportation Improvement Program (STIP) is a list of every project in New York State for which Federal funding is proposed to be used and that is scheduled to begin during the designated three Federal fiscal year time frame. The STIP was last updated during the summer and fall of 2005 with formal approval occurring on December 5, 2005. As it must be updated every two years and include a minimum three-year listing of Federal-aid projects, it will very likely be updated again during 2007. The new federal Transportation Act called “Safe Accountable Flexible Efficient Transportation Equity Act: a Legacy for Users – SAFETEA-LU, includes provisions allowing States to adopt a longer cycle for updates. Implications of this change are being evaluated and the next scheduled STIP update may change as a result. The currently approved STIP covers the period between October 1, 2005 and September 30, 2008.

Prior to being incorporated into the STIP, projects requesting federal funds must be incorporated into the regions’ TIP. The TIP is administered cooperatively by GTC and NYSDOT. The draft 2007-2012 TIP has already been developed and will be adopted by the GTC Board in June 2007. Project solicitation for the next TIP (2009-2014) will take place in September 2008 for adoption in June 2009.

In addition to the STIP, which administers federal funds only, NYSDOT has its own statewide program for state-funded projects which may also be a viable funding option.

Visit the following web site for more information:

<https://www.nysdot.gov/portal/page/portal/programs/stip>

### **NYSDEC POLLUTION PREVENTION FINANCIAL ASSISTANCE**

Although pollution prevention is usually a good economic decision, start-up costs can sometimes form a barrier to getting a good project underway. Several State and Federal agencies have programs that can help businesses; municipalities and other organizations finance pollution prevention projects. Descriptions of some of these programs are given below. Please contact the agencies directly to apply for assistance.

1. The NYS Environmental Facilities Corporation (EFC) has grant money and loans available through the following programs.
  - The **Drinking Water State Revolving Fund and the Clean Water State Revolving Fund Programs** provide interest-free short term loans and low-interest rate long term loans for water quality projects in New York State. The Drinking Water SRF offers financing to communities and non-profit organizations for drinking water infrastructure improvement projects, such as the installation or upgrade of treatment plants, storage facilities and distribution mains. The Clean Water SRF provides financing to municipalities for water

pollution control projects such as the construction and upgrade of wastewater treatment plants, sewers and non-point source projects like salt storage facilities. More information about these programs is available at EFC's website (see Other Links of Interest below) or at 1-800-882-9721.

### **Earmarks and Sponsored Funding**

The City of Rochester may want to contact their local and state legislators to request sponsorship of an earmark funding source for some or all of these improvements. This type of funding approval can often provide quick and direct turn around for acquiring public works funding and would give this project a higher priority over other projects which are in line for more conventional funding sources.

## **IV. Next Steps**

A Preliminary Engineering Study should be performed to further study the work in greater detail and recommend a preferred alternative. This study should include the following design tasks:

1. Survey and mapping of the areas to be improved
2. Traffic and accident analysis
3. Subsurface investigations to determine the soil conditions and presence of rock.
4. Existing railroad bridge inspection and evaluation
5. Preliminary design alternative development and evaluation
6. Preliminary cost estimates
7. Environmental screenings
8. Public Informational Meetings
9. Preparation of a Design Report that recommends a preferred alternative for each task.

Once a preferred alternative has been determined, Final Design can be implemented and construction drawings can be developed for bidding purposes.

Dewberry recommends following a NYSDOT scope of work for public improvement projects as outlined in the NYSDOT Local Procedures Manual. Visit the following web site for more information: <https://www.nysdot.gov/portal/page/portal/main/publications>



**TASK 1 - REBUILD DRIVING PARK AVENUE  
CONSTRUCTION ESTIMATE**

City of Rochester  
Monroe County

**Sewer Share (Storm and Sanitary)**

| ITEM                                | UNIT | QUANTITY | UNIT COST  | TOTAL COST |
|-------------------------------------|------|----------|------------|------------|
| Trench Excavation                   | CY   | 237      | \$15.00    | \$3,555    |
| Rock Excavation                     | CY   | 1,185    | \$95.00    | \$112,575  |
| Stone Bedding                       | CY   | 60       | \$30.00    | \$1,800    |
| Select Granular Backfill            | CY   | 1,365    | \$17.00    | \$23,205   |
| 8" Lateral Pipe -Drainage           | FT   | 3,000    | \$40.00    | \$120,000  |
| Connection to Existing Sewer        | EA   | 1        | \$1,500.00 | \$1,500    |
| Catch Basins                        | EA   | 10       | \$1,400.00 | \$14,000   |
| 24" Sewer Main - RCP                | FT   | 800      | \$85.00    | \$68,000   |
| 6" Lateral Pipe -Sewer              | FT   | 180      | \$40.00    | \$7,200    |
| New Manholes Frames & Covers -Sewer | EA   | 5        | \$2,500.00 | \$12,500   |

**Subtotal:** \$364,335

|   |    |   |     |          |
|---|----|---|-----|----------|
| Supplemental Construction   | LS | 1 | 15% | \$54,650 |
| Maintenance & Protection of Traffic; Survey & Stake-out; Field Office;<br>Mobilization & Demobilization | LS | 1 | 10% | \$36,434 |

**Total:** \$455,419

**Say:** \$455,000

**Highway**

| ITEM                             | UNIT | QUANTITY | UNIT COST   | TOTAL COST |
|----------------------------------|------|----------|-------------|------------|
| Excavation & Disposal (Sidewalk) | CY   | 325      | \$13.00     | \$4,225    |
| Excavation & Disposal (Box-Out)  | CY   | 1,800    | \$13.00     | \$23,400   |
| Rock Excavation                  | CY   | 1,350    | \$95.00     | \$128,250  |
| Pavement Top Course              | Ton  | 370      | \$65.00     | \$24,050   |
| Pavement Binder                  | Ton  | 370      | \$65.00     | \$24,050   |
| Pavement Base                    | Ton  | 1,500    | \$65.00     | \$97,500   |
| Pavement Subbase                 | CY   | 900      | \$25.00     | \$22,500   |
| Granite Curb                     | FT   | 1,600    | \$20.00     | \$32,000   |
| Retaining Wall                   | SF   | 3,000    | \$45.00     | \$135,000  |
| Sidewalk Subbase                 | CY   | 180      | \$25.00     | \$4,500    |
| Concrete Sidewalk                | CY   | 125      | \$350.00    | \$43,750   |
| Cosmetic Bridge Improvements     | LS   | 1        | \$50,000.00 | \$50,000   |
| Asphalt Driveways                | SF   | 3,300    | \$4.00      | \$13,200   |

**Subtotal:** \$602,425

|   |    |   |     |          |
|---|----|---|-----|----------|
| Supplemental Construction   | LS | 1 | 15% | \$90,364 |
| Maintenance & Protection of Traffic; Survey & Stake-out; Field Office;<br>Mobilization & Demobilization | LS | 1 | 10% | \$60,243 |

**Total:** \$753,031

**Say:** \$753,000

**Water**

| ITEM  | UNIT | QUANTITY | UNIT COST  | TOTAL COST |
|---|------|----------|------------|------------|
| Trench Excavation   | CY   | 200      | \$15.00    | \$3,000    |
| Rock Excavation   | CY   | 540      | \$95.00    | \$51,300   |
| Sand  | CY   | 180      | \$18.00    | \$3,240    |
| Select Granular Backfill                                    | CY   | 625      | \$17.00    | \$10,625   |
| 12" DIP water main, cement lined                            | FT   | 800      | \$85.00    | \$68,000   |
| 3/4" water service main (including excavation and backfill) | FT   | 300      | \$45.00    | \$13,500   |
| Connection to existing water mains                          | EA   | 2        | \$2,000.00 | \$4,000    |
| Fire hydrant  | EA   | 2        | \$2,500.00 | \$5,000    |

**Subtotal:** \$158,665

|   |    |   |     |          |
|---|----|---|-----|----------|
| Supplemental Construction   | LS | 1 | 15% | \$23,800 |
| Maintenance & Protection of Traffic; Survey & Stake-out; Field Office;<br>Mobilization & Demobilization | LS | 1 | 10% | \$15,867 |

**Total:** \$198,331

**Say:** \$198,000

**TOTAL:** \$1,406,000

**ENGINEERING AND INSPECTION:** \$352,000

**GRAND TOTAL:** \$1,758,000



**Dewberry**

[www.dewberry.com](http://www.dewberry.com)