

Transportation Industrial Access Study

Batavia Gateway II Corporate Park Route 98 Corridor

Town of Town of Batavia, Genesee County, New York

Final Report



November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

Genesee County EDC



TRANSPORTATION & INDUSTRIAL ACCESS STUDY – PHASE II GENESEE TRANSPORTATION COUNCIL

GENESEE COUNTY - BATAVIA GATEWAY II CORPORATE PARK ROUTE 98 CORRIDOR FINAL CONCEPT-LEVEL STRATEGY REPORT

I. Introduction

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

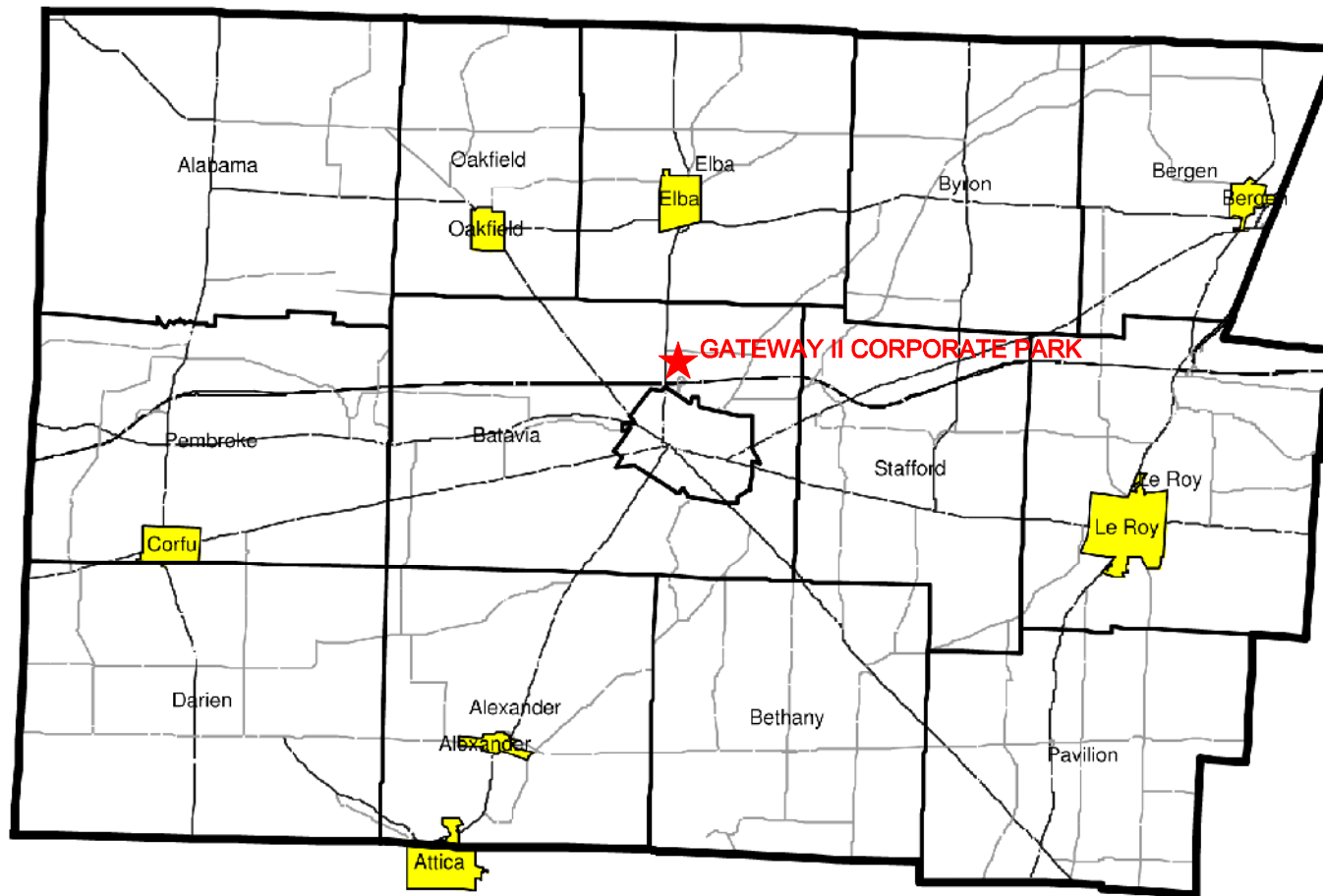
Batavia Gateway II Corporate Park is located in an Empire Zone in central Genesee County in the Town of Batavia (see *Figures 1 and 2*). The 57 acre site is zoned for Light Industrial use. The existing access to the site is currently from the north side of the park via West Saile Drive. An additional access drive to the site is under construction from the west via Route 98. The existing tenant at the park is a distribution center for Ashley Furniture Homestores. This industrial site currently has two large lots which comprise approximately 31 acres of developable land. These lots can be broken up into smaller portions as required by interested tenants. The remaining portions (26 acres) of the site are comprised of wetlands, roadway and the one existing tenant.

II. Project Needs

On January 9, 2007, Dewberry performed a site visit and met with Steve Hyde from Genesee County Economic Development Corporation (GCEDC), Steve Mountain from the Town of Batavia, John Hilchey from the Genesee Co. Highway Dept., Tim Hens from the Genesee Co. Highway Department, Steve Tanner from Clark Patterson Associates, and Erik Frisch from the GTC to discuss the study and identify concept level infrastructure improvements. Several improvement tasks were identified for this site. The following is a brief summary of each improvement being considered along with its estimated cost.

Task 1 – Improve Intersection of Route 98 and West Saile Drive

The Town of Batavia desires to improve the intersection of Route 98 and West Saile Drive. The existing tee-intersection is stop controlled on West Saile Drive and according to the Genesee County Highway Department, currently functions at a Level of Service (LOS) of “E” which is very near failure. The NYSDOT has indicated that they will not allow any further development of the Batavia Gateway II Corporate Park until the



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Dewberry-Goodkind, Inc.
Rochester, New York

DATE
MAY 2007

PROJ. NO.
4602

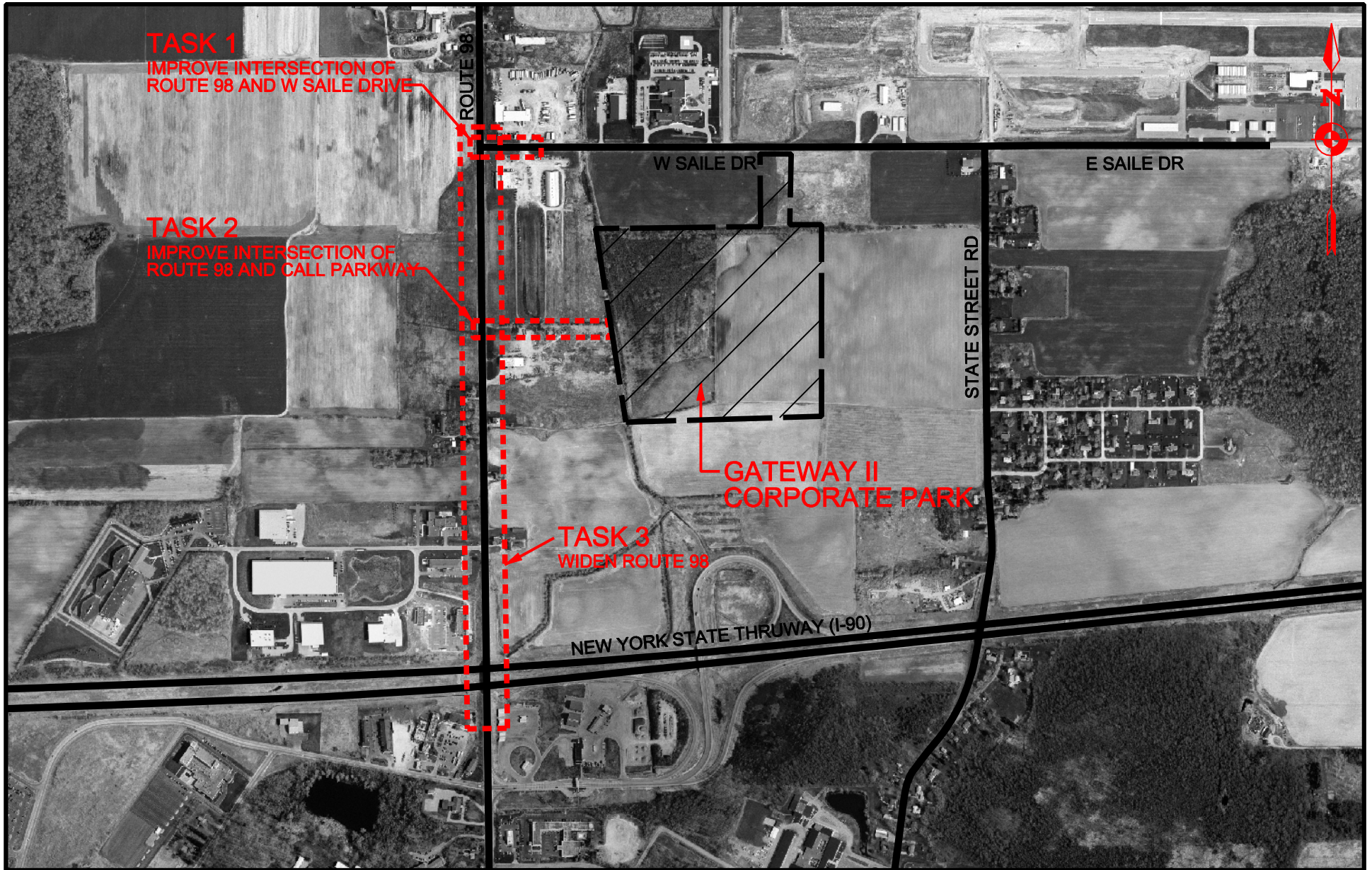
SCALE
NONE

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE GATEWAY II CORPORATE PARK
TOWN OF BATAVIA
GENESEE COUNTY, NY

SHEET NO.

FIGURE 1



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DATE
APRIL 2007

PROJ. NO.
4602

SCALE
NONE

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

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SHEET NO.

FIGURE 2

GCEDC improves the intersection. The GCEDC's position is that significant "organic" growth along the West Saile Drive corridor and the surrounding area occurred before the corporate park was developed and has heavily contributed to the congestion at the intersection. In addition, West Saile Drive is a prime alternate by-pass route around the center of town to avoid downtown traffic. West Saile Drive is also a popular route to the nearby Genesee Community College. The GCEDC feels it is unfair to be solely blamed for the corridor congestion and to be held financially responsible for the entire cost of the intersection improvements.

This task proposes the reconstruction of the Route 98 / West Saile Drive intersection. The reconstructed intersection would provide dedicated right and left turn lanes along Route 98 to West Saile Drive and dedicated left and right turn lanes from West Saile Drive to Route 98. Intersection radii would be improved to provide adequate room for left and right turning truck movements. It is assumed that the existing sewer and water systems would not be affected by the proposed widening. A new traffic signal would be installed at the intersection to further enhance turning movements. Route 98 is under the jurisdiction of NYSDOT and their consent would be required for these improvements to occur. The estimated cost for this task is \$578,000.



West Saile Drive / Route 98 intersection

Task 2 – Improve Intersection of Route 98 and Call Parkway

The Town desires to improve the intersection of Route 98 and Call Parkway. Call Parkway is the future access point into the Batavia Gateway II Corporate Park off of Route 98 just south of West Saile Drive and is currently under construction by County forces. The future tee-intersection with Route 98 will be stop controlled and contain dedicated left and right turn lanes from Call Parkway to Route 98. Once this section of Call Parkway is developed, the traffic volume turning onto Call Parkway from Route 98 may require the addition of turning lanes along Route 98. A dedicated left turn lane could be added in the southbound direction, and a dedicated right turn lane could be added in the northbound direction. The new turn lanes could provide safer and more efficient movement at the intersection and could avoid traffic congestion along Route 98 in the vicinity of the intersection.

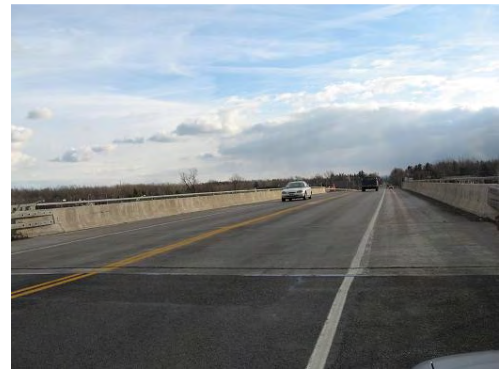
This task involves widening approximately 1,200 feet of Route 98. The southbound direction of Route 98 would be widened by approximately 11 feet to provide a left turn lane into the corporate park. The northbound direction of Route 98 would be widened by approximately 22 feet to provide a right turn lane and a center median across from the left turn lane. It is assumed that the existing sewer and water systems would not be affected by the proposed widening. The estimated cost for this task is \$206,000.

Task 3 – Widen Route 98 between NYSTA and West Saile Drive

The Town desires to widen Route 98 to create a common center turn lane between the Thruway interchange and Saile Drive. This reconstruction would include the widening of the NYSTA Bridge over the Thruway. **The scope of this task would also incorporate the work described in Tasks 1 and 2 (improvements to the intersections at Saile Drive and Call Parkway) but the costs have been computed separately for budgetary and discussion purposes.**

This task proposes the widening of approximately 4,500 feet of Route 98. Route 98 would be widened by approximately 11 feet to provide a common center turn lane for the various intersections and driveways between the Thruway interchange and Saile Drive. The existing roadway would be widened approximately 5.5 feet along both sides to provide for the additional lane.

This section of Route 98 has several locations that include insufficient site distances. According to the Genesee Co. Highway Dept, there have been serious accidents involving vehicles entering and exiting at the various driveways along this section of Route 98. Improving the site distances will require significant adjustments to the Route 98 vertical alignment.



Route 98 Bridge over Thruway

The existing bridge over the Thruway would be similarly widened. It is assumed that approximately 2000 lf of the existing 12" water main along Route 98 would be affected by the changes in vertical alignment. The estimated cost for this task is approximately \$4,223,000 (exclusive of Tasks 1 and 2).

Also, the capacity of the Thruway interchange can be improved by adding additional toll booths and E-Z Pass lanes. This improvement is particularly important to the traffic capacity of the Route 98 corridor in this vicinity. These improvements are beyond the scope of this study and are not included in the above cost estimate.

The following table summarizes the costs of the above tasks:

Task Number	Description	Estimated Cost
1	Improve Intersection of Route 98 and West Saile Drive	\$578,000
2	Improve Intersection of Route 98 and Call Parkway	\$206,000
3	Widen Route 98 Between NYSTA and West Saile Drive	\$4,223,000
	Total	\$5,007,000

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 brownfields; 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.
2. The **Rural Utilities Service Water and Wastewater Disposal Loan and Grant Program** is offered by the US Department of Agriculture and provides loans and grant funds for drinking water and wastewater projects that serve small, low-income rural communities. Communities where residents face conditions that could result in significant health risks will receive priority for available funding. To find out more about this program, visit the USDA website at www.usda.gov/rus/water or contact the USDA Rural Development State Office at 315-477-6400.

Earmarks and Sponsored Funding

The County or the Town of Batavia 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 these projects 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 various tasks in greater detail and recommend a preferred alternative for each task. 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. Preliminary design alternative development and evaluation
5. Preliminary cost estimates
6. Environmental screenings

7. Public Informational Meetings
8. Preparation of a Design Report that recommends a preferred alternative for each task.

Once a preferred alternative has been determined, Final Design of the various tasks 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 - IMPROVE WEST SAILE DRIVE INTERSECTION
CONSTRUCTION COST ESTIMATE**

City of Batavia
Genesee County

Highway (Assume 200' storage length and 300' taper on Saile Drive and 300' storage length and 300' taper on Route 98)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Box-Out) (Saile Drive)	CY	278	\$15.00	\$4,170
Rock Excavation (Saile Drive)	CY	278	\$95.00	\$26,410
Embankment (Saile Drive)	CY	556	\$20.00	\$11,120
Pavement Top Course (Saile Drive)	Ton	116	\$60.00	\$6,960
Pavement Binder (Saile Drive)	Ton	116	\$60.00	\$6,960
Pavement Base (Saile Drive)	Ton	463	\$60.00	\$27,780
Pavement Subbase (Saile Drive)	CY	278	\$25.00	\$6,950
Excavation & Disposal (Box-Out) (Rt 98)	CY	528	\$15.00	\$7,920
Rock Excavation (Rt 98)	CY	528	\$95.00	\$50,160
Embankment (Rt 98)	CY	1,056	\$20.00	\$21,120
Pavement Top Course (Rt 98)	Ton	220	\$60.00	\$13,200
Pavement Binder (Rt 98)	Ton	220	\$60.00	\$13,200
Pavement Base (Rt 98)	Ton	880	\$60.00	\$52,800
Pavement Subbase (Rt 98)	CY	528	\$25.00	\$13,200
Drainage Improvements	LS	1	\$5,000.00	\$5,000
Topsoil (Tree Lawns & Along ROW)	CY	62	\$35.00	\$2,170
Seeding (Tree Lawns & Along ROW)	SF	5,000	\$0.10	\$500
Traffic Signal	LS	1	\$100,000.00	\$100,000

Subtotal: \$369,620

Supplemental Construction	LS	1	15%	\$55,443
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$36,962

Total: \$462,025

Say: \$462,000

TOTAL: \$462,000

ENGINEERING AND INSPECTION: \$116,000

GRAND TOTAL: \$578,000

**TASK 2 - IMPROVE RTE 98/CALL PARKWAY INTERSECTION
CONSTRUCTION COST ESTIMATE**

City of Batavia
Genesee County

Highway (Assume 300' storage length and 300' taper, NB & SB approaches)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Topsoil)	CY	121	\$10.00	\$1,210
Excavation & Disposal (Box-Out)	CY	444	\$15.00	\$6,660
Rock Excavation	CY	444	\$95.00	\$42,180
Pavement Top Course	Ton	149	\$60.00	\$8,940
Pavement Binder	Ton	149	\$60.00	\$8,940
Pavement Base	Ton	596	\$60.00	\$35,760
Pavement Subbase	CY	444	\$25.00	\$11,100
Drainage Improvements	LS	1	\$5,000.00	\$5,000
Topsoil (Tree Lawns & Along ROW)	CY	121	\$35.00	\$4,235
Seeding (Tree Lawns & Along ROW)	SF	9,800	\$0.10	\$980
Asphalt Driveways	SF	1,800	\$4.00	\$7,200

Subtotal: \$132,205

Supplemental Construction	LS	1	15%	\$19,831
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$13,221
Total:				\$165,256

Say: \$165,000

TOTAL: \$165,000

ENGINEERING AND INSPECTION: \$41,000

GRAND TOTAL: \$206,000

**TASK 3 - WIDEN ROUTE 98
CONSTRUCTION COST ESTIMATE**

City of Batavia
Genesee County

New Water Main along Rte 98

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	666	\$15.00	\$9,990
Rock Excavation	CY	666	\$95.00	\$63,270
Sand	CY	222	\$18.00	\$3,996
Select Granular Backfill	CY	1,110	\$17.00	\$18,870
12" DIP water main, cement lined	FT	2,000	\$85.00	\$170,000
1" water service main (including excavation and backfill)	FT	500	\$40.00	\$20,000
Fire hydrant	EA	4	\$2,500.00	\$10,000
Misc Connections and Valves	LS	1	\$20,000.00	\$20,000

Subtotal: \$316,126

Supplemental Construction	LS	1	15%	\$47,419
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$31,613
Total:				\$395,158

Say: \$395,000

Highway (Assume Task 1 and 2 also included)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Box-Out)	CY	2,500	\$15.00	\$37,500
Rock Excavation	CY	2,500	\$95.00	\$237,500
Embankment	CY	5,000	\$20.00	\$100,000
Pavement Top Course	Ton	1,042	\$60.00	\$62,520
Pavement Binder	Ton	1,042	\$60.00	\$62,520
Pavement Base	Ton	4,167	\$60.00	\$250,020
Pavement Subbase	CY	2,500	\$25.00	\$62,500
Drainage Improvements	LS	1	\$50,000.00	\$50,000
Topsoil (Tree Lawns & Along ROW)	CY	556	\$35.00	\$19,460
Seeding (Tree Lawns & Along ROW)	SF	45,000	\$0.10	\$4,500
Asphalt Driveways	SF	0	\$4.00	\$0
Widen Thruway Bridge	SF	6,000	\$250.00	\$1,500,000

Subtotal: \$2,386,520

Supplemental Construction	LS	1	15%	\$357,978
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$238,652
Total:				\$2,983,150

Say: \$2,983,000

SubTOTAL: \$3,378,000

ENGINEERING AND INSPECTION: \$845,000

TOTAL: \$4,223,000

Task 1 - Improve W Saile Dr Intersection - Including Engineering and Inspection	\$578,000
Task 2 - Improve Call Pkwy Intersection - Including Engineering and Inspection	\$206,000

GRAND TOTAL: \$5,007,000



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