Transportation Industrial Access Study

BEH Industrial Park
Route 104 Corridor
Town of Town of Ontario, Wayne County, New York

Final Report

November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

Wayne County EDC/IDA

NYSDOT

Dewberry

TRANSPORTATION & INDUSTRIAL ACCESS STUDY – PHASE II
GENESEE TRANSPORTATION COUNCIL

WAYNE COUNTY – BEH INDUSTRIAL
FINAL CONCEPT-LEVEL STRATEGY REPORT

I. Introduction

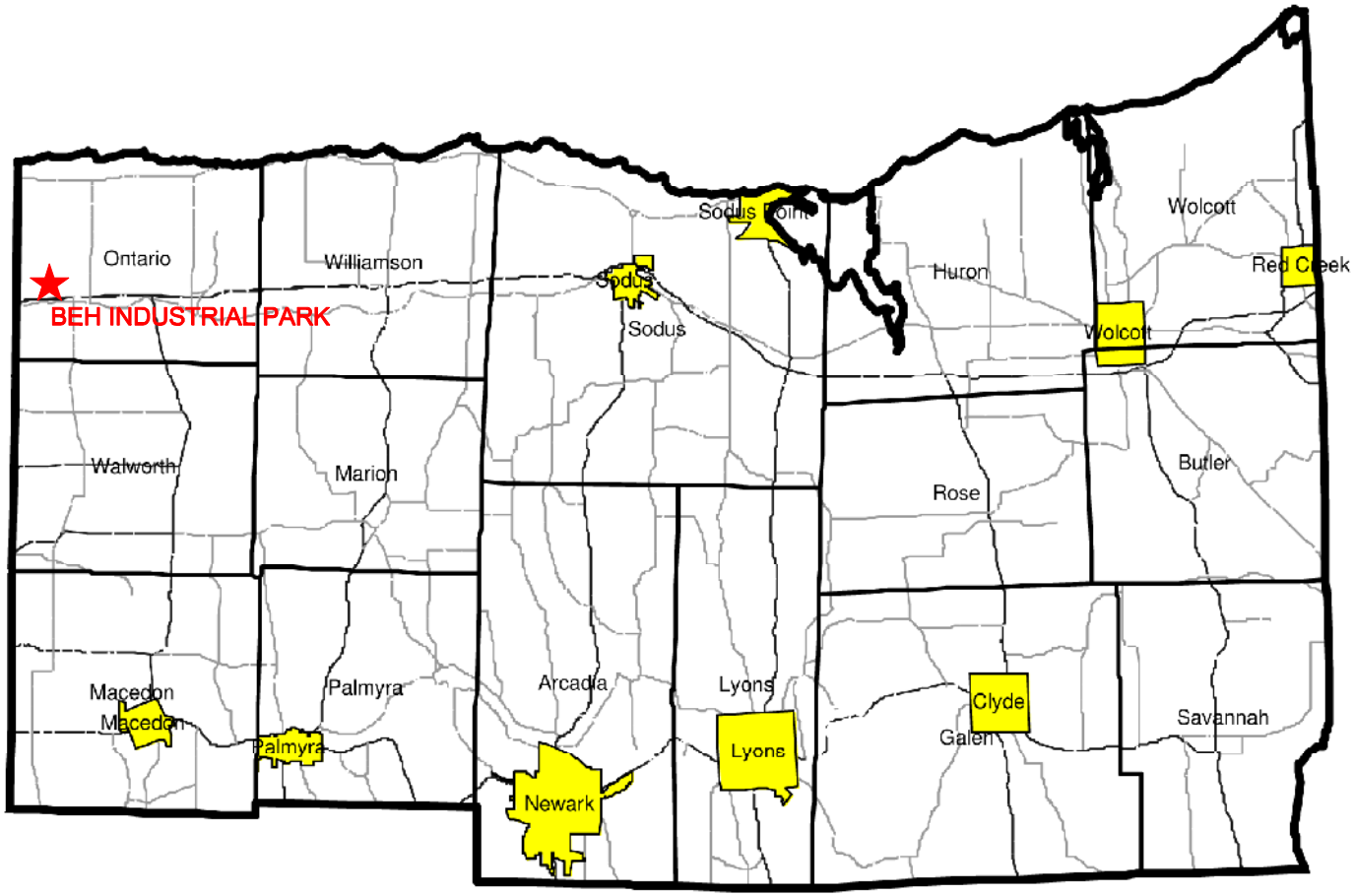
The purpose of this report is to recommend infrastructure improvements that will foster future development at the site. The contents of this report will be used by the County for preparing future grant applications for implementing these improvements. The report also includes concept level cost estimates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

The Beh Industrial Park is located in an Empire Zone approximately ½ mile east of the Monroe/Wayne County line in the Town of Ontario (see *Figures 1 & 2*). The 100-acre site is zoned for Industrial use. The current access to the industrial park is via Dean Parkway which forms an intersection with Route 104 at the southern terminus of Dean Parkway. The tee intersection between Route 104 and Dean Parkway is signalized. An active rail line owned by Ontario Midland Railroad is located along the north side of Route 104. The rail line passes through the southern part of the industrial park and creates an at-grade railroad crossing with Dean Parkway located less than 100 feet from the intersection with Route 104. The park currently consists of more than 20 commercial and industrial businesses. The current industrial park has approximately 60 additional acres which could be developed into an additional 11 lots to the west of the current development.

Timothy Lane is an unfinished east-west stub roadway off of Dean Parkway that provides access to the two adjacent businesses in this vicinity. The Town of Ontario has been working to secure the Right of Way necessary to extend Timothy Lane in an easterly direction to Lincoln Road which would facilitate the development of approximately 100 acres of additional land as part of the Beh Industrial Park to the east of its current limit.

II. Project Needs

On January 10, 2007, Dewberry and Genesee Transportation Council (GTC) staff met with Peg Churchill, Executive Director of the Wayne Economic Development Corporation, and performed a site visit to 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.



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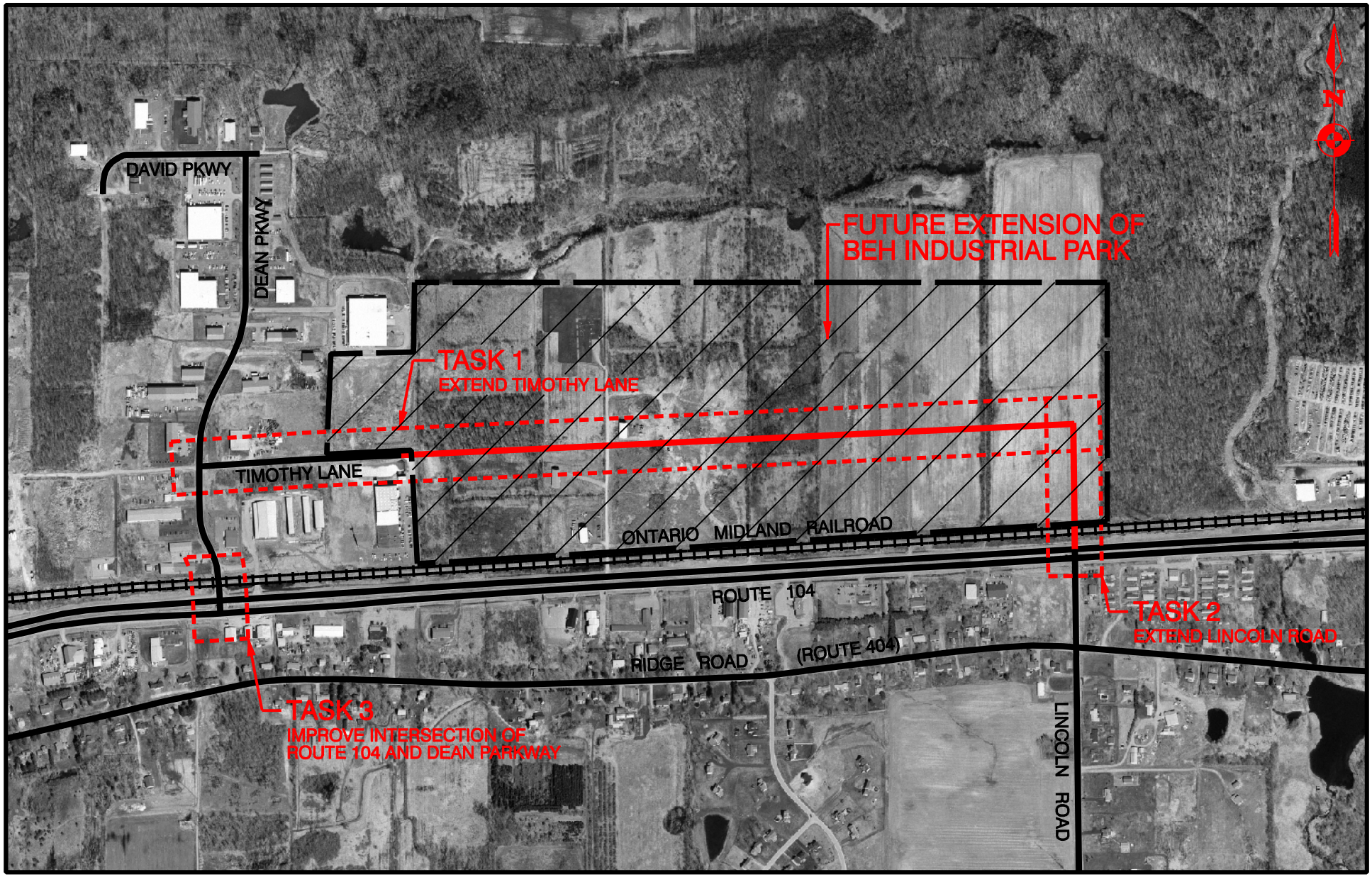
Rochester, New York

DATE MAY 2007	SCALE NONE	TITLE BEH INDUSTRIAL PARK TOWN OF ONTARIO WAYNE COUNTY, NY	SHEET NO. FIGURE 1
PROJ. NO. 4602	PROJECT GENESEE TRANSPORTATION COUNCIL TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II		



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Rochester, New York

DATE APRIL 2007	SCALE NONE	TITLE BEH INDUSTRIAL PARK TOWN OF ONTARIO WAYNE COUNTY, NY	SHEET NO. FIGURE 2
PROJ. NO. 4602	PROJECT GENESEE TRANSPORTATION COUNCIL TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II		

Task 1 – Extend Timothy Lane

The Town desires to extend Timothy Lane east to intersect with the future Lincoln Road extension. Timothy Lane is an east-west gravel roadway which is parallel to and approximately 700 feet north of Route 104. The connection of Timothy Lane to Lincoln Road would form a complete loop road through the future industrial site. The road extension would provide a new access point from Route 104 and open new lands available for development. The road extension is seen as a primary means of attracting tenants to the industrial site.

Timothy Lane (looking east)

This task proposes an approximately 0.9-mile extension of Timothy Lane. The new roadway would provide approximately 30 feet of pavement width. As part of the improvements, asphalt pavement would be added to the existing 0.2-mile stub of Timothy Lane. Storm, sanitary and water systems would be constructed as part of the new roadway. The estimated cost for this task is approximately $4,155,000.

Task 2 – Extend Lincoln Road

The Town desires to extend Lincoln Road north to intersect with the future Timothy Lane extension. Lincoln Road is a north-south roadway located to the south of Route 104. This existing tee-intersection between Lincoln Road and Route 104 contains a traffic signal and would be an ideal access point to the industrial park.

Lincoln Road at Rte 104 (looking north)

This task proposes the extension of approximately 700 feet of Lincoln Road. The new roadway would provide approximately 30 feet of pavement width. One signalized rail crossing would be constructed. Sewer, sanitary and water systems would be constructed as part of the new roadway. The estimated cost for this task is approximately $688,000.

Task 3 – Improve Intersection of Route 104 and Dean Parkway

The development of the parcels along the newly extended Timothy Lane along with the development of the parcels located west of the current industrial park will eventually create unacceptable traffic delays at the existing Dean Parkway and Route 104 intersection. The Town desires to improve this intersection by adding a turn lane and traffic signal improvements to enhance traffic movement out of the industrial site.

This task involves the reconstruction of the intersection and would provide dedicated southbound left and right turn lanes along Dean Parkway at Route 104. The curb returns would be improved to provide adequate left and right turning radii. It is assumed that the existing sanitary sewer and water systems would not be affected by the proposed widening. A new signalized rail road crossing would also be required. The existing traffic signal system would be upgraded to include loop detectors on Dean Parkway in order to further enhance the intersection movements. The estimated cost for this task is approximately $211,000.

Intersection of Rte 104 & Dean Pkwy (looking south)

The following table summarizes the costs of each of the above tasks:

Task Number	Description	Estimated Cost
1	Extend Timothy Lane	$4,155,000
2	Extend Lincoln Road	$688,000
3	Improve Intersection of Route 104 and Dean Parkway	$211,000.
	Total	**$5,054,000**

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 Town of Ontario 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 the Town 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 - EXTEND TIMOTHY LANE
CONSTRUCTION COST ESTIMATE
Town of Ontario
Wayne County

Sewer Share (Storm and Sanitary)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	4,356	$15.00	$65,340
Rock Excavation	CY	2,178	$95.00	$206,910
Stone Bedding	CY	544	$30.00	$16,320
Select Granular Backfill	CY	5,988	$17.00	$101,796
12" Drainage pipe - PVC	FT	4,900	$40.00	$196,000
8" Lateral Pipe -Drainage	FT	600	$35.00	$21,000
New Manholes Frames & Covers -Storm	EA	17	$2,500.00	$42,500
Connection to Existing Laterals - Drainage	EA	2	$250.00	$500
Connection to Existing Sewer	EA	1	$1,500.00	$1,500
Catch Basins	EA	40	$1,400.00	$56,000
12" Sewer Main - RCP	FT	4,900	$50.00	$245,000
6" Lateral Pipe -Sewer	FT	800	$40.00	$32,000
Connection to Existing Laterals - Sewer	EA	2	$200.00	$400
New Manholes Frames & Covers -Sewer	EA	17	$2,500.00	$42,500
			Subtotal:	$1,027,766
Supplemental Construction	LS	1	15%	$154,165
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$102,777
			Total:	$1,284,708
			Say:	**$1,285,000**

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal - Topsoil (new roadway)	CY	469	$10.00	$4,690
Excavation & Disposal - Box-Out (new roadway)	CY	8,444	$15.00	$126,660
Pavement Top Course (new roadway)	Ton	880	$60.00	$52,800
Pavement Binder (new roadway)	Ton	2,640	$60.00	$158,400
Pavement Subbase (new roadway)	CY	6,333	$35.00	$221,655
Geotextile Bedding	SY	1,266	$2.50	$3,165
Concrete Gutter	FT	7,600	$25.00	$190,000
Topsoil (new roadway)	CY	469	$35.00	$16,415
Seeding (new roadway)	SF	38,000	$0.10	$3,800
Excavation & Disposal - Topsoil (existing roadway)	CY	136	$10.00	$1,360
Pavement Top Course (existing roadway)	Ton	255	$60.00	$15,300
Pavement Binder (existing roadway)	Ton	765	$60.00	$45,900
Geotextile Bedding	SY	3,666	$2.50	$9,165
Concrete Gutter	FT	2,200	$25.00	$55,000
Topsoil (existing roadway)	CY	136	$35.00	$4,760
Seeding (existing roadway)	SF	11,000	$0.10	$1,100
			Subtotal:	$910,170
Supplemental Construction	LS	1	15%	$136,526
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$91,017
			Total:	$1,137,713
			Say:	**$1,138,000**

New Water Main

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	1,633	$15.00	$24,495
Rock Excavation	CY	1,633	$95.00	$155,135
Sand	CY	544	$18.00	$9,792
Select Granular Backfill	CY	2,722	$17.00	$46,274
12" DIP water main, cement lined	FT	4,900	$85.00	$416,500
1" water service main (including excavation and backfill)	FT	800	$35.00	$28,000
Fire hydrant	EA	10	$2,500.00	$25,000
Topsoil	CY	363	$35.00	$12,705
Establish Turf	SF	29,400	$0.10	$2,940
			Subtotal:	$720,841
Supplemental Construction	LS	1	15%	$108,126
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$72,084
			Total:	$901,051
			Say:	**$901,000**

TOTAL:	**$3,324,000**
ENGINEERING AND INSPECTION:	**$831,000**
GRAND TOTAL:	**$4,155,000**

TASK 2 - EXTEND LINCOLN ROAD
CONSTRUCTION COST ESTIMATE
Town of Ontario
Wayne County

Sewer Share (Storm and Sanitary)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	622	$15.00	$9,330
Rock Excavation	CY	312	$95.00	$29,640
Stone Bedding	CY	78	$30.00	$2,340
Select Granular Backfill	CY	856	$17.00	$14,552
12" Drainage pipe - PVC	FT	700	$40.00	$28,000
8" Lateral Pipe -Drainage	FT	100	$35.00	$3,500
New Manholes Frames & Covers -Storm	EA	3	$2,500.00	$7,500
Connection to Existing Laterals - Drainage	EA	1	$250.00	$250
Connection to Existing Sewer	EA	1	$1,500.00	$1,500
Catch Basins	EA	6	$1,400.00	$8,400
12" Sewer Main - RCP	FT	700	$50.00	$35,000
6" Lateral Pipe -Sewer	FT	120	$40.00	$4,800
Connection to Existing Laterals - Sewer	EA	1	$200.00	$200
New Manholes Frames & Covers -Sewer	EA	3	$2,500.00	$7,500
			Subtotal:	$152,512
Supplemental Construction	LS	1	15%	$22,877
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$15,251
			Total:	$190,640
			Say:	**$191,000**

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal - Topsoil (new roadway)	CY	86	$10.00	$860
Excavation & Disposal - Box-Out (new roadway)	CY	1,555	$15.00	$23,325
Pavement Top Course (new roadway)	Ton	162	$55.00	$8,910
Pavement Binder (new roadway)	Ton	488	$50.00	$24,400
Pavement Subbase (new roadway)	CY	1,050	$25.00	$26,250
Geotextile Bedding	SY	2,333	$2.50	$5,833
Concrete Gutter	FT	1,400	$25.00	$35,000
Topsoil (new roadway)	CY	86	$35.00	$3,010
Seeding (new roadway)	SF	7,000	$0.10	$700
Railroad crossing	LS	1	$50,000.00	$50,000
			Subtotal:	$178,288
Supplemental Construction	LS	1	15%	$26,743
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$17,829
			Total:	$222,859
			Say:	**$223,000**

New Water Main

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	233	$15.00	$3,495
Rock Excavation	CY	233	$95.00	$22,135
Sand	CY	78	$18.00	$1,404
Select Granular Backfill	CY	389	$17.00	$6,613
12" DIP water main, cement lined	FT	700	$85.00	$59,500
1" water service main (including excavation and backfill)	FT	240	$35.00	$8,400
Fire hydrant	EA	2	$2,500.00	$5,000
Topsoil	CY	52	$35.00	$1,820
Establish Turf	SF	4,200	$0.10	$420
			Subtotal:	$108,787
Supplemental Construction	LS	1	15%	$16,318
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$10,879
			Total:	$135,984
			Say:	**$136,000**

TOTAL:	**$550,000**
ENGINEERING AND INSPECTION:	**$138,000**
GRAND TOTAL:	**$688,000**

TASK 3 - IMPROVE INTERSECTION OF ROUTE 104 AND DEAN PARKWAY
CONSTRUCTION COST ESTIMATE
Town of Ontario
Wayne County

Highway (Assume 150' storage length and 100' taper on Dean Parkway)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Box-Out)	CY	127	$15.00	$1,905
Rock Excavation	CY	127	$95.00	$12,065
Embankment	CY	278	$20.00	$5,560
Pavement Top Course	Ton	29	$55.00	$1,595
Pavement Binder	Ton	87	$50.00	$4,350
Pavement Subbase	CY	208	$25.00	$5,200
Geotextile Bedding	SY	415	$2.50	$1,038
Drainage Modifications	LS	1	$15,000.00	$15,000
Concrete Gutter	FT	500	$25.00	$12,500
Topsoil (Tree Lawns & Along ROW)	CY	31	$35.00	$1,085
Seeding (Tree Lawns & Along ROW)	SF	2,500	$0.10	$250
Railroad crossing	LS	1	$50,000.00	$50,000
Traffic Signal Upgrades	LS	1	$25,000.00	$25,000
			Subtotal:	$135,548
Supplemental Construction	LS	1	15%	$20,332
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$13,555
			Total:	$169,434
			Say:	**$169,000**
			TOTAL:	**$169,000**
			ENGINEERING AND INSPECTION:	**$42,000**
			GRAND TOTAL:	**$211,000**