

# Transportation Industrial Access Study

**Hillcrest Industries**

Town of Attica, Wyoming County, New York

## Final Report



**November 2007**

Prepared for:

**GENESEE TRANSPORTATION COUNCIL**

**Wyoming County IDA**



**Dewberry**

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

## WYOMING COUNTY - HILLCREST INDUSTRIES 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 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 Hillcrest Industries site is located in an Empire Zone in northern Wyoming County in the Village of Attica. It is a former Westinghouse site that Hillcrest Industries has developed. The 28-acre site is zoned for Industrial use. Vehicular access to the site is provided from Route 238 (Main Street) via Favor Street. There is potential rail service to the site as well via the Norfolk-Southern tracks which exist along the site's northeastern border. This industrial site could potentially be subdivided creating approximately 2 additional lots which could then be developed.



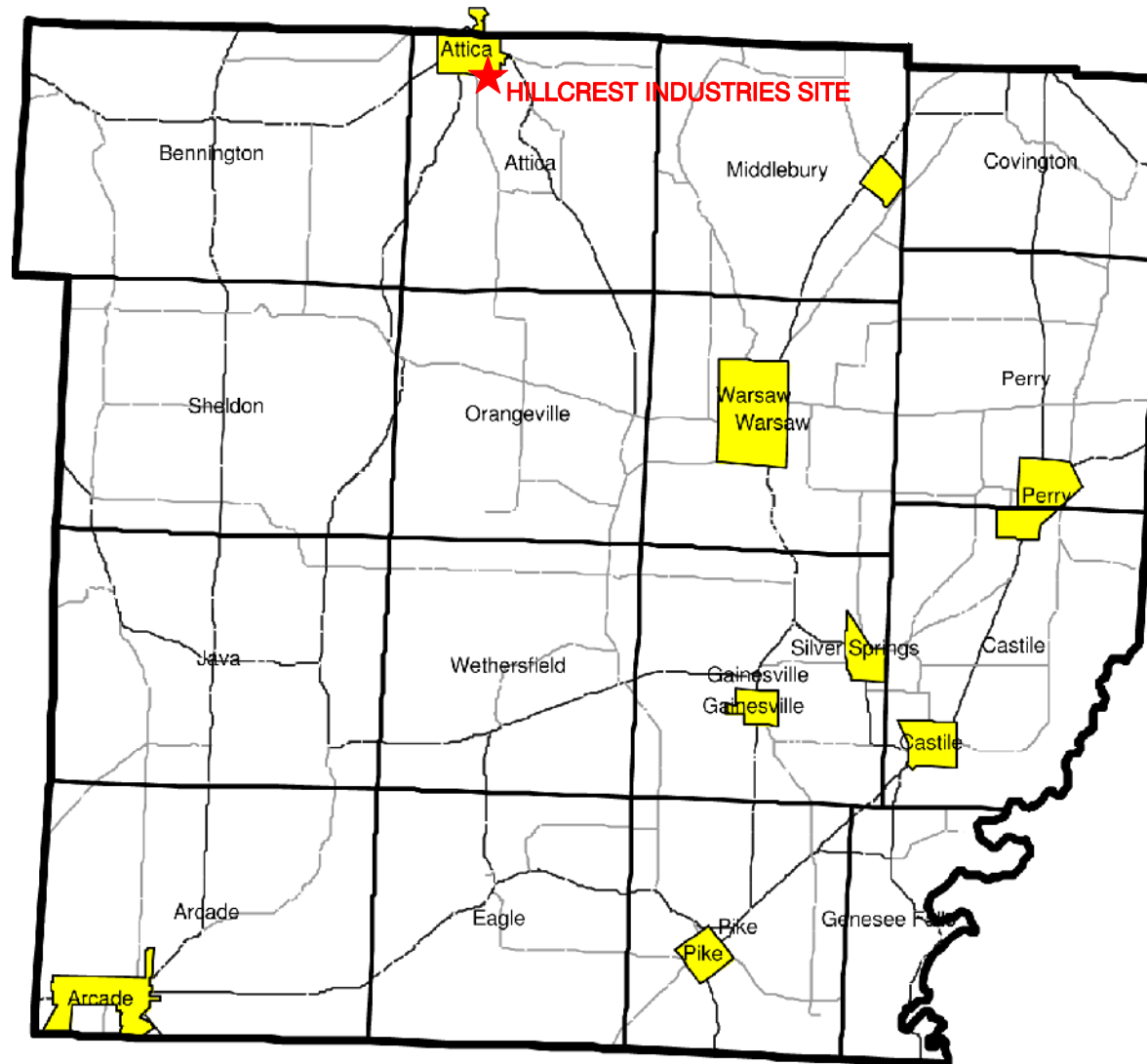
Hillcrest Industries looking south along Favor Street

Dewberry also met with Dan Kirsch, the President of Hillcrest Industries, Inc. to discuss the needed improvements. Dan gave Dewberry a brief tour of the site and explained that Hillcrest Industries operates a surface coating business that refinishes metal parts for light and heavy industrial equipment and machinery. Hillcrest also manufactures a loose grain abrasive material used in sand blasting which is most commonly referred to as “black beauty”.



Staging area located ½ mile north of Hillcrest Industries along Favor Street.

The current logistics for trucking in raw material and delivering their product can be vastly improved. The adjacent rail siding is located about ½ mile north of the site near the intersection of Favor Street and Route 238 creating a costly intermediate step of loading, transporting and unloading the raw material. The majority of their final product is currently transported via tractor trailer utilizing the local roadway network. Dan expressed a need to change this by making rail service more accessible to his site. Two improvement tasks were identified for this site. The following is a brief summary of each improvement being considered along with its estimated cost.



# Dewberry

Dewberry-Goodkind, Inc.  
Rochester, New York

DATE  
MAY 2007

PROJ. NO.  
4602

SCALE  
NONE

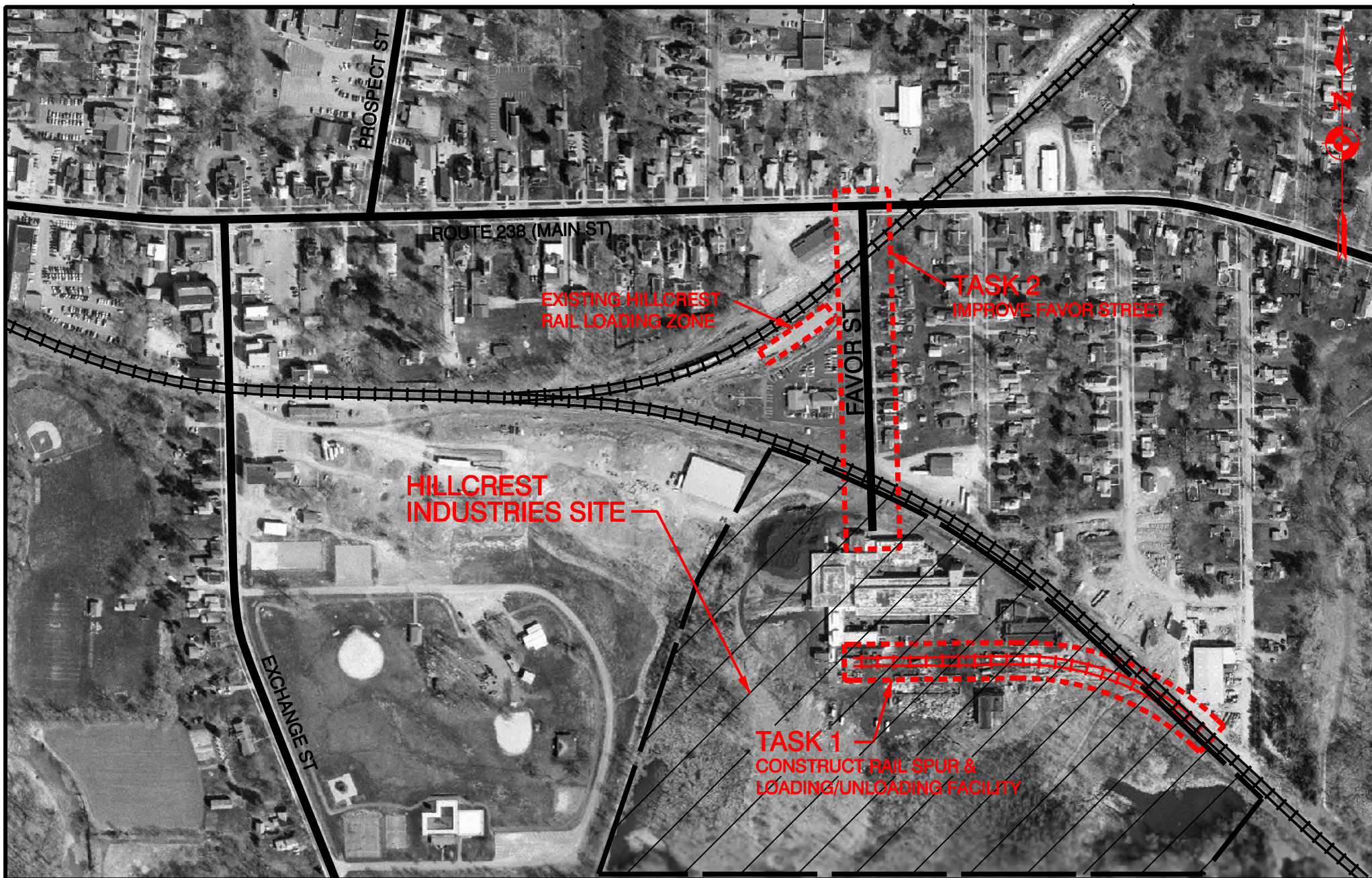
PROJECT  
GENESEE TRANSPORTATION COUNCIL  
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE  
HILLCREST INDUSTRIES SITE  
TOWN OF ATTICA  
WYOMING COUNTY, NY

SHEET NO.

FIGURE 1





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FIGURE 2



## II. Project Tasks

On December 15, 2006, Dewberry met with Michael Heftka, Executive Director of the Wyoming County Industrial Development Agency, to discuss the County's preferred site and its access and infrastructure improvement needs. A site visit was performed to further identify concept level infrastructure improvements.

### *Task 1 – Construct Rail Spur and Loading/Unloading Facility*

Hillcrest Industries desires to construct a new rail spur from the existing Norfolk-Southern tracks into the center of the site and a new Loading/Unloading facility at the end of the rail spur. Hillcrest currently uses an existing rail spur located about ½ mile north of the plant. Hillcrest currently utilizes trucks and heavy equipment to load and transport raw materials and finished product between this spur and the plant. This is an inefficient method of completing this process. The existing spur is also located next to a residential neighborhood and the homeowners directly across the street from the railroad spur staging area regularly complain about the noise, dirt and dust that blow into their homes from the Hillcrest operations at the spur. A new rail spur into the center of the site would allow the business to grow by increasing their productivity and would reduce the disruption to the adjacent residential homes. Hillcrest plans to build an indoor loading and unloading station and conveyor system for receipt and storage of the raw materials once the rail siding is completed. Hillcrest estimates that the installation of the new rail spur and adjacent loading/unloading facility would allow his operations to grow, increase productivity and create between 10 and 15 additional full time jobs.



Proposed Railroad Spur Location

This task proposes the construction of approximately 1,000 feet of rail spur and the construction of an adjacent loading/unloading facility. The proposed spur would require construction of subballast, ballast, track and ties. In addition, a turn-out with one switch at the existing tracks is proposed. The loading/unloading structure would consist of an indoor facility with a below grade storage pit that would contain a conveyor system to transport the raw materials from the below grade unloading pit to the processing facilities. This structure would also allow for the loading of rail cars with finished product for mass transport. The estimated cost for this task is approximately \$400,000.

Typical public sources of transportation-related funding sources may consider this work to be ineligible. Hillcrest Industries and the County Industrial Development Agency should confirm the eligibility of this work with the regulations associated with the various funding sources. Hillcrest Industries and the County Industrial Development Agency should also consider contacting their local and state legislators to request sponsorship of an earmark funding source for these improvements.

### ***Task 2 – Improve Favor Street***

Favor Street, the only road that provides vehicular access to Hillcrest Industries, is in need of improvements. The existing road is in poor condition and not well suited for truck traffic. The roadway contains significant cracking at the intersection with Route 238 and at the two rail crossings. In addition, the roadway lacks proper drainage which leads to water ponding and pavement failure.



South End of Favor Street  
(Looking North)

This task proposes to reconstruct approximately 900 feet of Favor Street. The Route 238 intersection would be improved to provide adequate left and right turning movements for trucks. Curbs, sidewalk and other safety improvements are also proposed. A storm water system would be constructed and tied into the adjacent system along Route 238. It is assumed that the sewer and water systems would not be affected by the proposed reconstruction.

The estimated cost for this task is approximately \$769,000. This task should qualify for typical public transportation-related funding sources listed below. The Village of Attica may also consider contacting their local and state Legislators to request sponsorship of an earmark funding source for some or all of these improvements.

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

<b>Task Number</b>	<b>Description</b>	<b>Estimated Cost</b>
1	Construct Rail Spur & Loading/Unloading Facility	\$403,000
2	Improve Favor Street	\$769,000
	<b>Total</b>	<b>\$1,172,000</b>

### **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>

### **Earmarks and Sponsored Funding**

Hillcrest Industries, the Village of Attica and the County Industrial Development Agency 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 - CONSTRUCT RAIL SPUR AND LOADING/UNLOADING FACILITY**  
**CONSTRUCTION ESTIMATE**

Village of Attica  
Wyoming County

**Railroad Spur & Loading/Unloading Facility**

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Ballast, Ties and Rail	FT	1,000	\$150.00	\$150,000
Turnout and Switch	LS	1	\$30,000.00	\$30,000
Loading/Unloading Facility	LS	1	\$100,000.00	\$100,000

**Subtotal:** \$280,000

Supplemental Construction	LS	1	15%	\$42,000
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$28,000
<b>Total:</b>				\$350,000

**Say:** \$350,000

**TOTAL:** \$350,000

**ENGINEERING:** \$53,000

**GRAND TOTAL:** \$403,000

**TASK 2 - REBUILD FAVOR STREET  
CONSTRUCTION COST ESTIMATE**

Village of Attica  
Wyoming County

**Sewer Share (Storm and Sanitary)**

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	400	\$15.00	\$6,000
Rock Excavation	CY	200	\$95.00	\$19,000
Stone Bedding	CY	50	\$30.00	\$1,500
Select Granular Backfill	CY	550	\$17.00	\$9,350
12" Drainage pipe - PVC	FT	0	\$40.00	\$0
8" Lateral Pipe -Drainage	FT	180	\$35.00	\$6,300
Connection to Existing Laterals - Drainage	EA	0	\$250.00	\$0
Connection to Existing Sewer	EA	1	\$1,500.00	\$1,500
Catch Basins	EA	12	\$1,400.00	\$16,800
12" Sewer Main - RCP	FT	0	\$50.00	\$0
6" Lateral Pipe - Sewer	FT	0	\$40.00	\$0
Connection to Existing Laterals - Sewer	EA	0	\$200.00	\$0
New Manholes Frames & Covers -Sewer	EA	0	\$2,500.00	\$0

**Subtotal:** \$60,450

Supplemental Construction	LS	1	15%	\$9,068
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office;	LS	1	10%	\$6,045
Mobilization & Demobilization				

**Total:** \$75,563

**Say:** \$76,000

**Highway**

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Sidewalk)	CY	183	\$10.00	\$1,830
Excavation & Disposal (Topsoil)	CY	111	\$10.00	\$1,110
Excavation & Disposal (Box-Out)	CY	1,000	\$15.00	\$15,000
Rock Excavation	CY	1,000	\$95.00	\$95,000
Pavement Top Course	Ton	350	\$60.00	\$21,000
Pavement Binder	Ton	350	\$60.00	\$21,000
Pavement Base	Ton	1,400	\$60.00	\$84,000
Pavement Subbase	CY	1,000	\$25.00	\$25,000
Concrete Curb	FT	1,800	\$20.00	\$36,000
Sidewalk Subbase	CY	100	\$30.00	\$3,000
Concrete Sidewalk	CY	69	\$275.00	\$18,975
Topsoil (Tree Lawns & Along ROW)	CY	111	\$35.00	\$3,885
Seeding (Tree Lawns & Along ROW)	SF	9,000	\$0.10	\$900
Asphalt Driveways	SF	1,100	\$4.00	\$4,400
Railroad Crossing	LS	2	\$50,000.00	\$100,000

**Subtotal:** \$431,100

Supplemental Construction	LS	1	15%	\$64,665
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office;	LS	1	10%	\$43,110
Mobilization & Demobilization				

**Total:** \$538,875

**Say:** \$539,000

**TOTAL:** \$615,000

**ENGINEERING AND INSPECTION:** \$154,000

**GRAND TOTAL:** \$769,000



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