

Transportation Industrial Access Study

Horizon Business Park

Village of Penn Yan, Yates County, New York

Final Report



November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

Yates County IDA



Dewberry

TRANSPORTATION & INDUSTRIAL ACCESS STUDY – PHASE II GENESEE TRANSPORTATION COUNCIL

YATES COUNTY - HORIZON BUSINESS PARK 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 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.

Horizon Business Park is located in an Empire Zone in central Yates County in the Village of Penn Yan (see *Figures 1 and 2*). The 88.5 acre parcel is subdivided into 17 lots that will be developed in multiple phases into commercial, light industrial and office space. Eight of these lots are either developed or in the process of being developed. Vehicular access to the site is from the west via Route 14A. Existing tenants currently include Coach and Equipment Manufacturing, Yates Supply, Keuka Footwear, Polmanteer Auto Service, and CASP, LLC. The nine remaining developable lots make up roughly half of the Park's total land area.

II. Project Needs

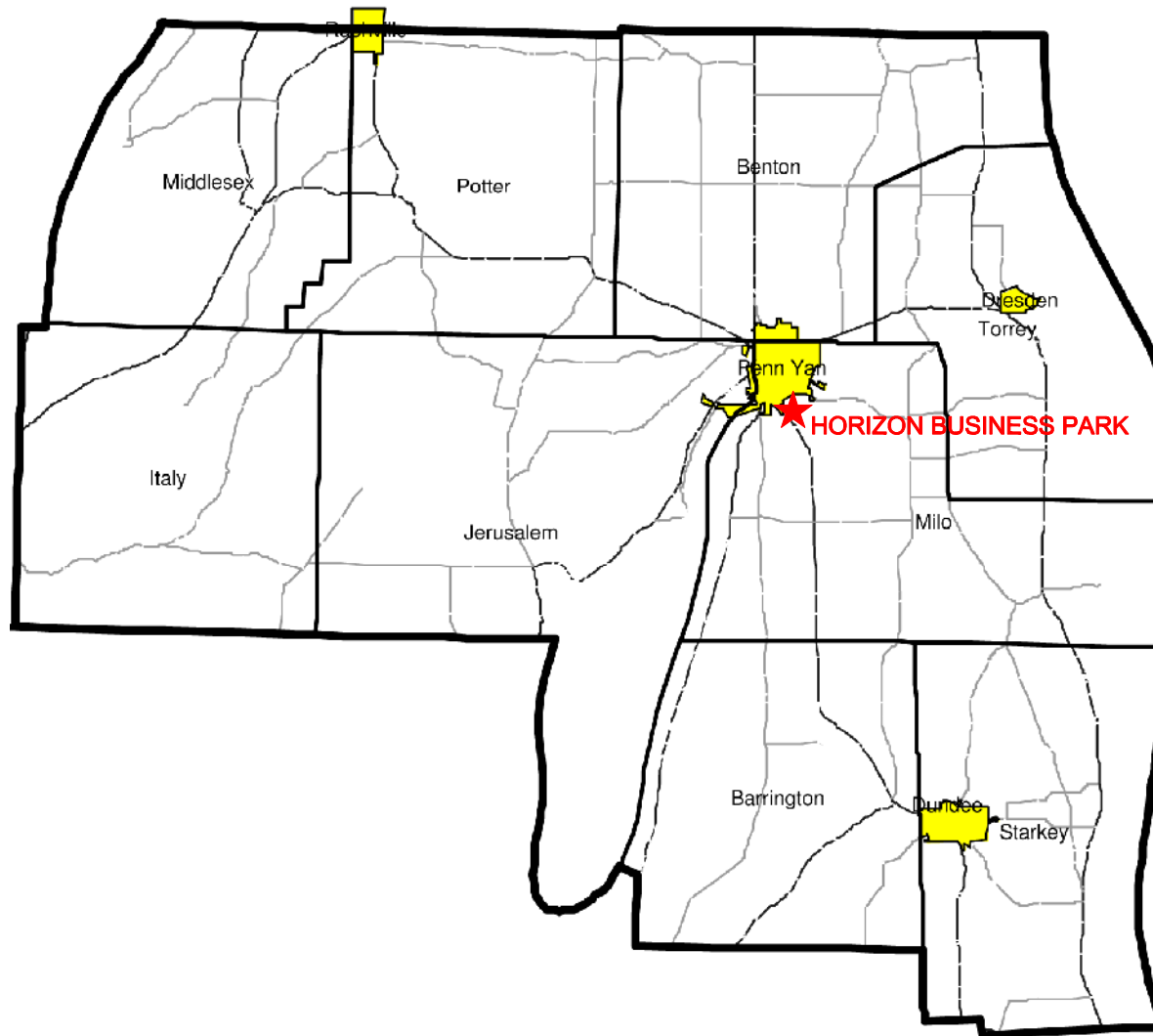
On December 29, 2006, Dewberry met with Steve Isaacs, Executive Director of the Yates County Industrial Development Agency, and performed a site visit to identify concept level infrastructure improvements. Several improvement tasks were identified for this site. The following is a brief summary of each improvement being considered along with its estimated cost.

Task 1 – Perform Traffic Study

Horizon Business Park was constructed in 2000 and at that time a traffic study was performed to analyze the future traffic conditions at the proposed business park. The 2000 report contained an analysis that predicted future traffic volumes as the business park continued to grow towards full build-out. These predictions indicated that at approximately half way through the predicted build-out, the Level of Service (LOS) at the Horizon Park Drive and Route 14A intersection would degrade to an unacceptable Level "F". This initial analysis was based on a 55 mph speed limit along Route 14A in the vicinity of the park entrance. The business park is located at the southern limit of the Village and as a result the speed limit along Route 14A does transition from 55mph south of the Village to 30mph within the Village. Since the report was prepared, the location of this speed limit transition has moved further south (and south of the park entrance) essentially lowering the speed limit along Route 14A in front of Horizon Park Drive. It does appear that vehicles are attempting to comply with the speed limit transition in this area; however whether the actual speeds at this location are



Horizon Business Park



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Dewberry-Goodkind, Inc.
Rochester, New York

DATE
MAY 2007

PROJ. NO.
4602

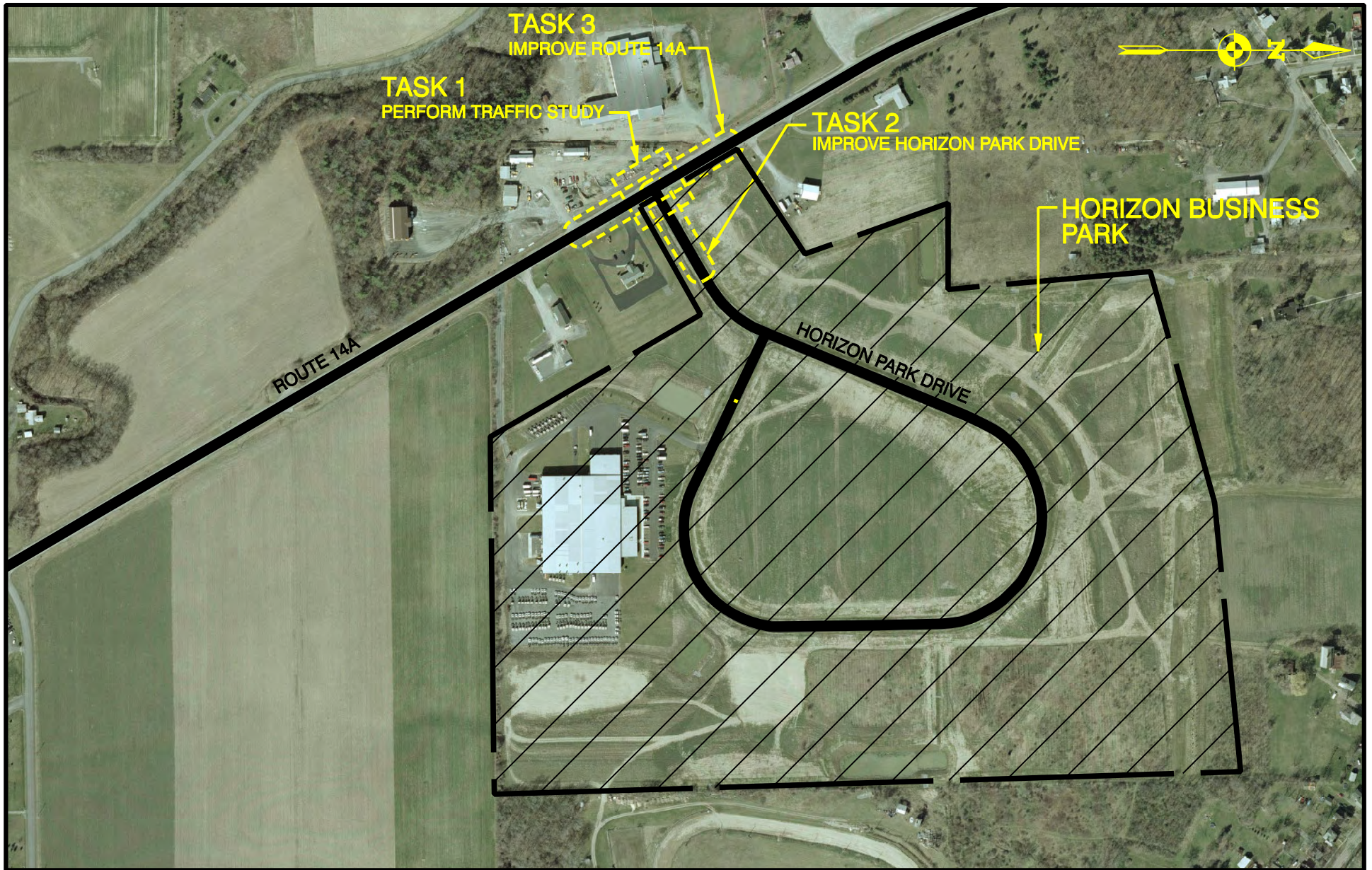
SCALE
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PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE
HORIZON BUSINESS PARK
VILLAGE OF PENN YAN
YATES COUNTY, NY

SHEET NO.

FIGURE 1



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Rochester, New York

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

any slower than previously assumed can only be determined through further study. If the speeds along Route 14A are slower than previously assumed then the current LOS at the park entrance may currently be benefiting from this reduction. In either case however the park is near the predicted halfway point in its build out and the traffic attempting to enter and exit the park will soon reach the point (if it has not already done so) where improvements will be necessary to maintain acceptable traffic flow.

Dewberry recommends that a new traffic study be performed at the intersection of Horizon Park Drive and Route 14A. While the previous traffic study was based on predicted traffic volumes and a 55 mph speed limit along Route 14A, the new traffic study would be based on actual traffic volumes and the current 30 mph speed limit along Route 14A. The new traffic study would provide a more accurate traffic analysis for the intersection and determine whether intersection improvements are required. The estimated cost for this task is approximately \$3,500.

Task 2 – Improve Horizon Park Drive

The results of the 2000 traffic study indicate that the intersection would perform at an acceptable LOS for a longer period of time if the intersection were reconfigured to provide left and right turn lanes from Horizon Park Drive to Route 14A. According to the report, this reconfiguration would provide an acceptable LOS for the intersection until the last lot is developed.



Looking East at the intersection of
Horizon Park Drive / Route 14A

This task proposes the widening of approximately 300 feet of Horizon Park Drive in order to provide left and right turn lanes onto Route 14A. Providing separate turn lanes would allow the right-turning vehicle to complete their maneuver without waiting behind the left turning vehicles. The proposed widening would require the extension of the existing storm culvert along the easterly side of the intersection. It is assumed that the sewer and water systems would not be affected by the proposed widening. The completion of the traffic study at Horizon Park Drive may indicate that the required widening may be less than 300 feet long, which would reduce the actual cost of Task 2. Until more information is available the estimated cost for this task is approximately \$84,000.

Task 3 – Improve Route 14A

The results of the 2000 traffic study indicate that the intersection of Horizon Park Drive and Route 14A would perform at an unacceptable LOS once the last lot is developed even after the addition of left and right turn lanes on Horizon Park Drive. At that time, it may be necessary to add left and right turn lanes along Route 14A at the intersection with Horizon Park Drive. A new traffic signal would be installed at the intersection to further enhance turning movements.

A NYSDOT maintenance facility is located along the west side of Route 14A across from Horizon Park Drive. Access to this facility is located approximately 250 feet north of Horizon Park Drive. The NYSDOT should strongly consider reconfiguring their accesses to create a four-way intersection with Horizon Park Drive with left turn lanes in both the northbound and southbound directions along Route 14A. This reconfiguration would reduce the conflict points between traffic attempting to enter and exit Route 14A and further justify the intersection improvements. The cost of relocating their access point would be the responsibility of NYSDOT.

To accommodate the new turn lanes, Route 14A would be widened for a length of approximately 980 feet. North of the intersection, Route 14A would be widened by approximately 11 feet to provide a left turn lane into the business park. South of the intersection, Route 14A would be widened by approximately 22 feet to provide a right turn lane and a center median across from the left turn lane (which could eventually become an opposing left turn lane into the NYSDOT facility). The new turn lanes would provide safer and more efficient traffic movement and avoid congestion along Route 14A in the vicinity of the park entrance. In addition to the proposed widening, the existing southbound shoulder (which is in poor condition) in the vicinity of the intersection would be reconstructed. The apparent pavement deterioration of the shoulder along the Route 14A in the vicinity of the intersection is a clear indication that southbound thru traffic is regularly using this shoulder to drive around vehicles waiting to turn left into Horizon Park Drive. Further observation of the traffic patterns during the proposed traffic study would confirm this suspicion.



Looking south along Route 14A

It is assumed that the sanitary sewer and water systems would not be affected by the proposed widening. The estimated cost estimate for this task is approximately \$616,000.

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

Task Number	Description	Estimated Cost
1	Perform Traffic Study	\$3,500
2	Improve Horizon Park Drive	\$84,000
3	Improve Route 14A	\$616,000
	Total	\$703,500

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 promoting 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.

We would also like to note that Yates County is not in the GTC TIP region, and as a result federal-aid for transportation projects does not come through the GTC TIP. This is because Yates County is located in NYSDOT Region 6; not in Region 4.

Visit the following web site for more information:

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

Earmarks and Sponsored Funding

The Yates County or the Village of Penn Yan 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 project a higher priority over other projects which are in line for more conventional funding sources.

IV. Next Steps

Task 1 – The proposed traffic study is a simple inexpensive task that Yates County IDA may want to consider funding as a jump start to resolving this problem. The results would further justify the need and allow the IDA to secure funding for the other intersection improvements. The study will confirm to what extent the intersection needs to be improved and how these improvements can be phased as described in the text above.

Once further funding has been secured to perform Tasks 2 and 3, a Preliminary Engineering Study should be performed to further study the impacts of the intersection improvements 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. Additional traffic and accident analysis as required
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 improvements 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 - PERFORM TRAFFIC STUDY
CONSTRUCTION COST ESTIMATE**

Village of Penn Yan
Yates County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Traffic Study	LS	1	\$3,500.00	\$3,500

Subtotal: **\$3,500**

**TASK 2 - IMPROVE HORIZON PARK DRIVE
CONSTRUCTION COST ESTIMATE**

Village of Penn Yan
Yates County

Sewer Share (Storm and Sanitary)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Culvert extension	FT	15	\$200.00	\$3,000

Subtotal: \$3,000

Supplemental Construction	LS	1	15%	\$450
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$300

Total: \$3,750

Say: \$4,000

Highway (Assume 200' storage length and 100' taper)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Box-Out)	CY	167	\$15.00	\$2,505
Rock Excavation	CY	167	\$95.00	\$15,865
Embankment	CY	250	\$20.00	\$5,000
Pavement Top Course	Ton	58	\$60.00	\$3,480
Pavement Binder	Ton	58	\$60.00	\$3,480
Pavement Base	Ton	233	\$60.00	\$13,980
Pavement Subbase	CY	167	\$25.00	\$4,175
Topsoil (Tree Lawns & Along ROW)	CY	37	\$35.00	\$1,295
Seeding (Tree Lawns & Along ROW)	SF	3,000	\$0.10	\$300

Subtotal: \$50,080

Supplemental Construction	LS	1	15%	\$7,512
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$5,008

Total: \$62,600

Say: \$63,000

TOTAL: \$67,000

ENGINEERING AND INSPECTION: \$17,000

GRAND TOTAL: \$84,000

**TASK 3 - IMPROVE ROUTE 14A
CONSTRUCTION COST ESTIMATE**

Village of Penn Yan
Yates County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Topsoil)	CY	121	\$10.00	\$1,210
Excavation & Disposal (Box-Out)	CY	888	\$15.00	\$13,320
Rock Excavation	CY	888	\$95.00	\$84,360
Embankment	CY	726	\$20.00	\$14,520
Pavement Top Course	Ton	300	\$60.00	\$18,000
Pavement Binder	Ton	300	\$60.00	\$18,000
Pavement Base	Ton	1,200	\$60.00	\$72,000
Pavement Subbase	CY	888	\$25.00	\$22,200
Misc Storm Drainage Improvements	LS	1	\$25,000.00	\$25,000
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	3,150	\$4.00	\$12,600
Traffic Signal	LS	1	\$100,000.00	\$100,000

Subtotal: \$386,425

Supplemental Construction	LS	1	15%	\$57,964
Right of Way Acquisition	LS	1	\$10,000	\$10,000
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$38,643

Total: \$493,031

Say: \$493,000

TOTAL: \$493,000

ENGINEERING AND INSPECTION: \$123,000

GRAND TOTAL: \$616,000



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