

# Wyoming County Route 20A Truck Freight Corridor Study

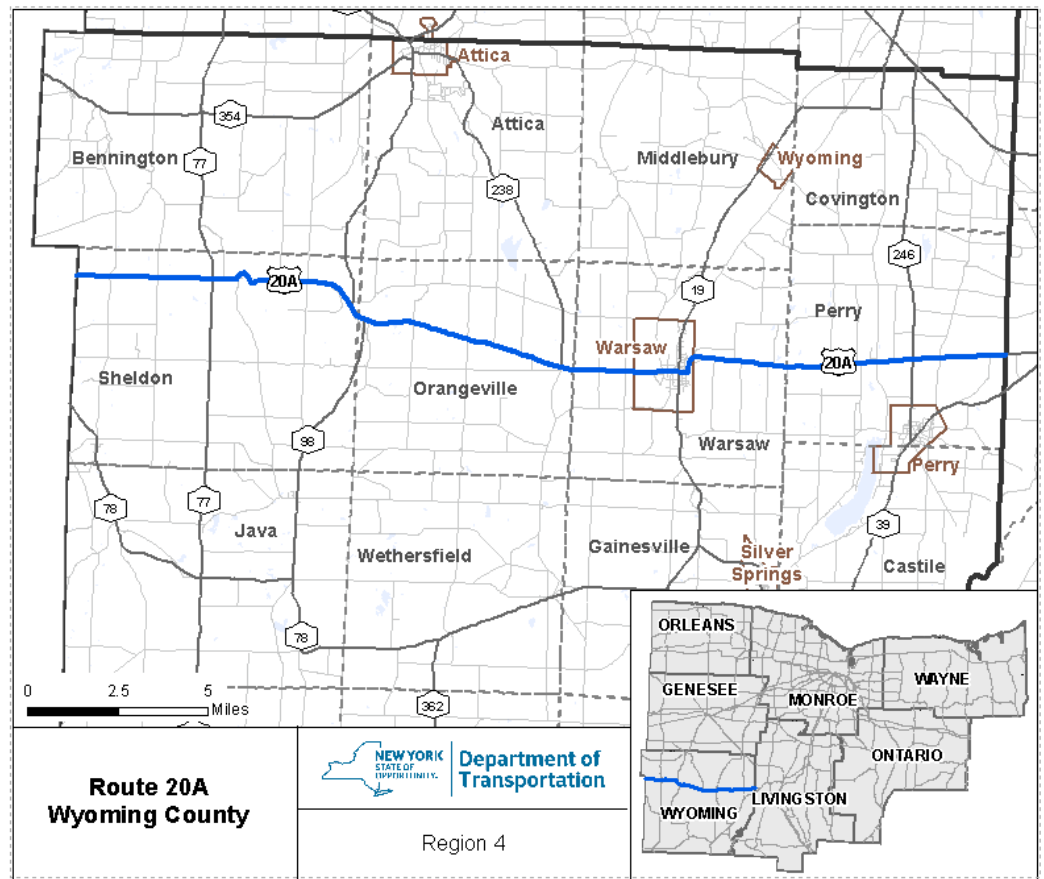
## Scope of Work

### A. Objective

To enhance the movement of truck freight throughout the Route 20A corridor in Wyoming County by reviewing the existing restriction on trucks westbound through Warsaw, truck route signing for Route 20A westbound, and investigating other ways to enhance safety for freight movement in the corridor.

### B. Background

The Route 20A corridor is an east-west alternate route of US 20 for 84 miles that leaves US 20 in Hamburg, a suburb south of Buffalo, and rejoins in East Bloomfield in Ontario County. The section of Route 20A located within Wyoming County carries 5-9% truck traffic and is an important freight corridor. Due to winding roads, steep slopes, width restrictions, height restrictions, and truck restrictions, it is challenging for trucks to navigate this area.



In 1969, the crash of a gasoline tanker in Warsaw led to the existing truck restriction westbound on Route 20A. This was done many years ago and with today's technologies, this existing restriction should be revisited to determine if it is still necessary. Currently, trucks need to travel approximately 21.5 miles in length to go around the truck restriction on Route 20A. First trucks need to travel north to Route 246, then west on Route 63, and back south on Route 19 before getting back onto Route 20A. This lengthy detour is not only time consuming but also puts additional diesel truck exhaust into the air.

There is also a railroad bridge that goes over Route 20A in Warsaw that presents another obstacle due to the bridge height and width of the roadway, posing a challenge for truck traffic to traverse the corridor. There is also a hill east of Route 77 in the Town of Sheldon that can pose concerns for trucks, especially during snow and ice season.

Another concern in the area is the westbound truck route signing is insufficient and does not meet current standards. Trucks still mistakenly travel through the area or turnaround causing public complaints.

### **C. Tasks**

1. The New York State Department of Transportation (NYSDOT)-Region 4 will establish a steering committee to oversee and coordinate the project development process. The steering committee will include representatives from the NYSDOT-Region 4; Village/Town of Warsaw; Towns of Orangeville, Sheldon, and Perry; Wyoming County Planning; and Genesee Transportation Council.
2. Develop and issue a Request for Proposals (RFP) for consultant services. The steering committee will evaluate consultant proposals and select a preferred consultant.
3. Conduct an Existing Conditions Analysis
  - a. Review geometry of roadway of Route 20A (including reviewing height/width restrictions, as well as road grades).
  - b. Review current truck restriction in Warsaw.
  - c. Inventory available data (e.g. truck diversion points, all current truck route signing westbound, review Right-of-Way of signage, etc).
  - d. Engage law enforcement/review truck crashes in the corridor.
  - e. Analyze data to identify primary areas of concern.
4. Conduct the first round of public outreach activities. The purpose of Round 1 will be to introduce the project to the community and obtain community input on the issues, opportunities, and inventory findings.
5. Develop a Needs Assessment
  - a. Prepare an associated needs assessment that identifies truck freight alternatives and signage required to implement the vision for the freight corridor.
6. Develop proposed recommendations that would improve truck freight mobility and safety and suggested plan of signage for trucks.
7. Develop a Draft Report that documents the inventory, recommendations, public outreach, and preferred recommendations for steering committee review and comment.

8. Conduct the second round of public outreach activities. The purpose of Round 2 will be to obtain community input on the draft recommendations.
9. Revise the Draft Report, based on steering committee feedback and public outreach, to produce a Final Report with associated Executive Summary and technical documentation.

#### **D. Products**

1. Final Wyoming County Route 20A Truck Freight Corridor Study containing recommendations for roadway enhancements, existing truck restriction in Warsaw, and new signage plan.
2. Interim and draft reports containing detailed information on existing conditions and needs assessment.
3. Executive Summary suitable for policymakers.
4. Electronic files created for the project, including data, documents, presentations, etc.
5. Meeting agenda and minutes from steering committee and public meeting materials.

#### **E. Public Participation Plan**

A minimum of two public engagement sessions will be conducted in conjunction with the project. The first public engagement session will present the project to the community and obtain residents' input on issues, opportunities, and locations to be studied. The second public engagement session will present draft recommendations and obtain resident's input prior to finalizing recommendations. Key stakeholders, namely businesses, institutions, and property owners will be engaged through Project Advisory Committee and/or face-to-face interviews.

#### **F. Schedule**

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|---|----------------|
| 1. Scope of work approved                     | May 2024       |
| 2. Consultant Selection                       | September 2024 |
| 3. Project Initiation Meeting                 | November 2024  |
| 4. Inventory of existing conditions completed | February 2025  |
| 5. First public meeting                       | March 2025     |
| 6. Need Assessment completed                  | April 2025     |
| 7. Alternatives developed                     | June 2025      |

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|-----------------------------|---------------|
| 8. Second public meeting    | July 2025     |
| 9. Recommendations selected | August 2025   |
| 10. Draft report completed  | October 2025  |
| 11. Final report completed  | November 2025 |

**G. Project Budget**

Sources of Funds		Uses of Funds	
	<u>FY 2024-25</u>		<u>FY 2024-25</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$63,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	<u>\$63,000</u>	Subtotal	<u>\$0</u>
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$7,000	Staff	\$0
Local (In-kind)	0	Contractual	\$63,000
Local (Cash)	0	In-kind Exp.	<u>\$7,000</u>
Subtotal	<u>\$7,000</u>	Subtotal	<u>\$70,000</u>
<u>Total</u>	<u>\$70,000</u>	<u>Total</u>	<u>\$70,000</u>