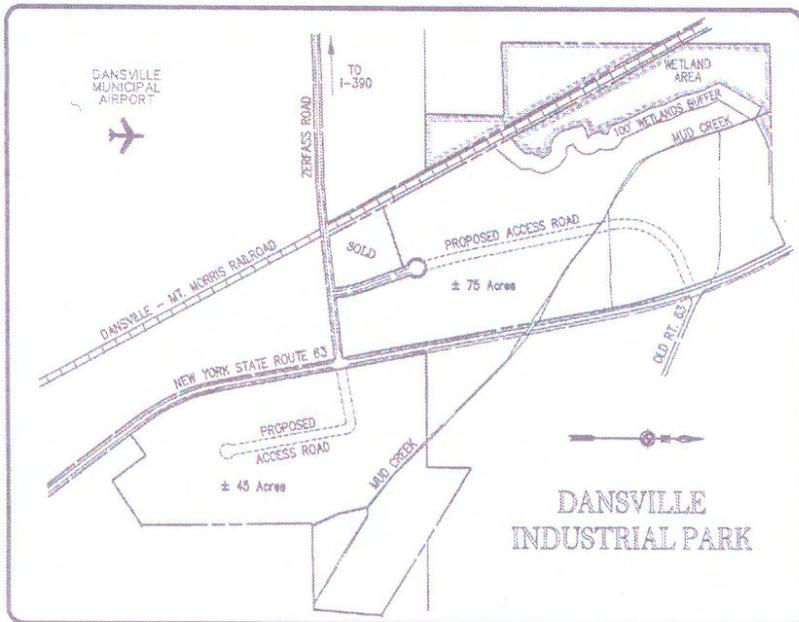


Transportation Industrial Access Study

Dansville Industrial Park

Town of North Dansville, Livingston County, New York

Final Report



November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

Livingston County IDA



NYS DOT



TRANSPORTATION INDUSTRIAL ACCESS STUDY – PHASE II GENESEE TRANSPORTATION COUNCIL

LIVINGSTON COUNTY - DANSVILLE 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 Dansville Business Park in Livingston County, NY. The contents of this report will be used by the Livingston County or the Livingston County Development Group 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.

Dansville Business Park is located in an Empire Zone in southern Livingston County along the border of the Towns of Sparta and North Dansville (see *Figures 1 and 2*). The site is zoned for Industrial use and is located approximately one mile from Exit 5 off I-390. It is roughly one-quarter mile north of the Dansville Airport and is bordered on the west by the Genesee & Wyoming (G&W) Railroad. The site is divided in two by Route 63. Access to the western part of the site is via Zerfass Road; access to the eastern part is via Route 63. Existing tenants currently include Paul Davis Restoration and a satellite location of Genesee Community College. This industrial site consists of approximately 120 acres which can be subdivided into numerous lot configurations for future development.

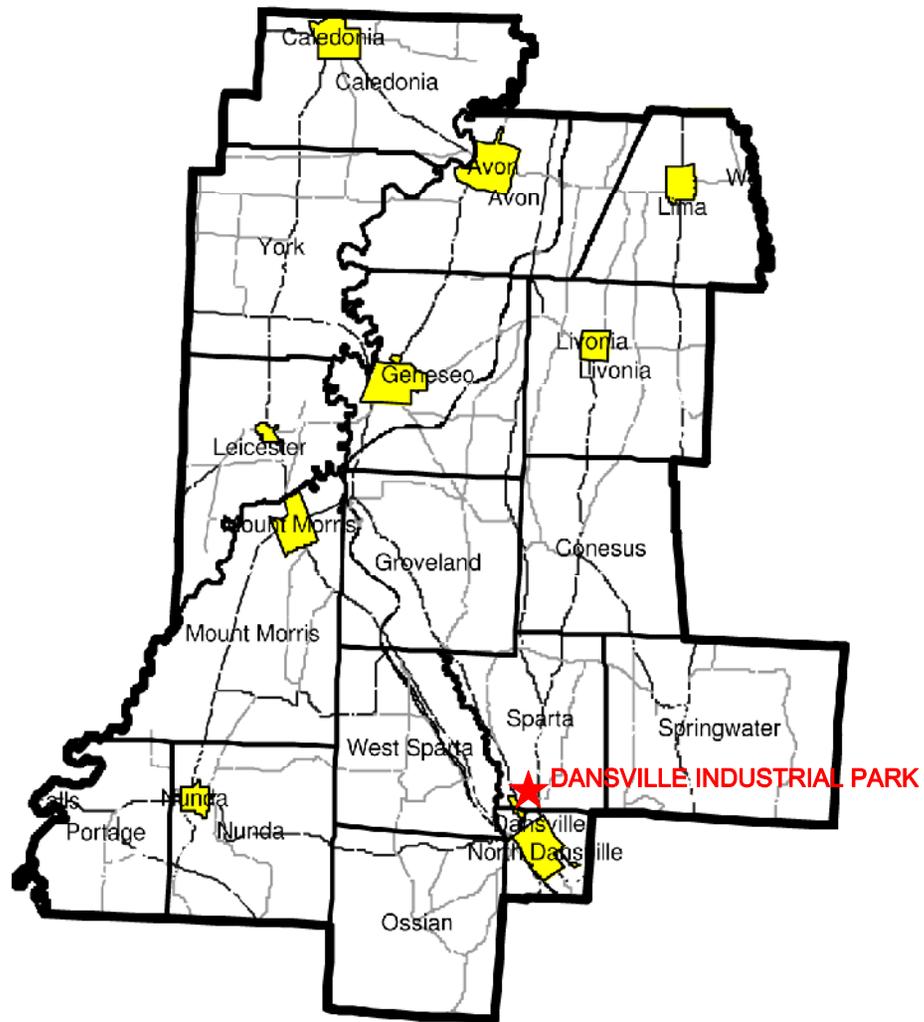
II. Project Needs

On December 15, 2006, Dewberry and Genesee Transportation Council (GTC) staff met with Julie Marshall, the Deputy Director of Livingston County Economic Development Agency (“the 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. Each cost estimate includes planning and engineering fees.

Task 1 – Construct Rail Spur

The Agency has indicated a desire to construct a new rail spur from the existing G&W Railroad tracks into the business park. The existing tracks are located along the western border of the site. The new rail spur would provide access to rail freight and could result in attracting new tenants to the park.

This task proposes the construction of approximately 1,250 feet of rail spur. The proposed rail 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 estimated cost for this task is approximately \$418,000.



Dewberry-Goodkind, Inc.
Rochester, New York

DATE
MAY 2007

PROJ. NO.
4602

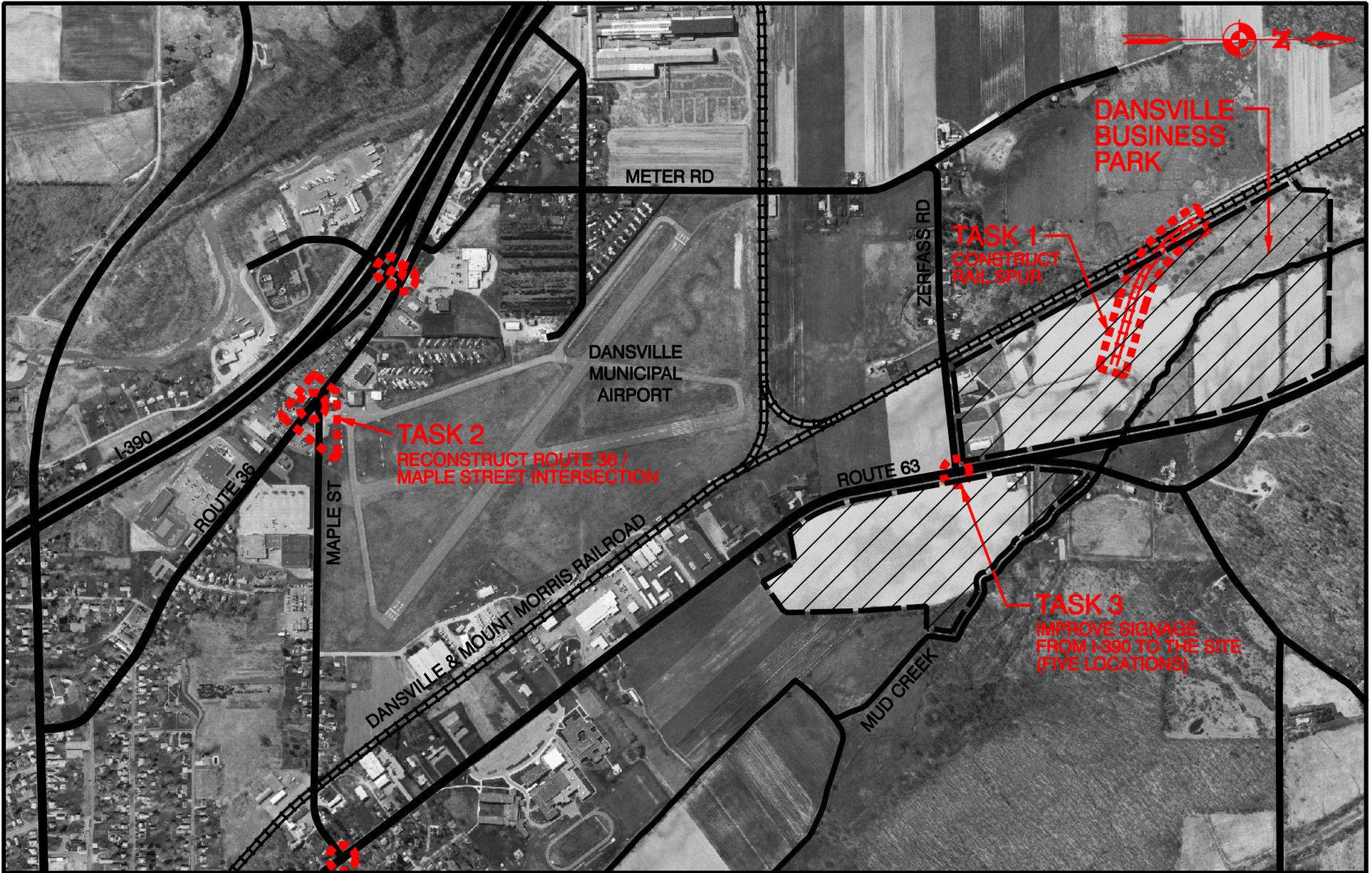
SCALE
NONE

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE
DANSVILLE INDUSTRIAL PARK
TOWN OF NORTH DANSVILLE
LIVINGSTON COUNTY, NY

SHEET NO.

FIGURE 1



Dewberry

Dewberry-Goodkind, Inc.
Rochester, New York

DATE
APRIL 2007

PROJ. NO.
4602

SCALE
NONE

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE
DANSVILLE BUSINESS PARK
TOWN OF DANSVILLE
LIVINGSTON COUNTY, NY

SHEET NO.

FIGURE 2

Task 2 – Improve Intersection of Route 36 and Maple Street

The intersection of Route 36 and Maple Street needs some geometric improvements. The intersection is an important access point to the industrial site from I-390. The intersection is poorly configured for truck traffic with tight turning radii and narrow pavement and is therefore in need of goods-movement supportive improvements.

Maple Street contains a combination of industrial and residential land use and currently includes a restriction that prohibits truck traffic. This restriction must be removed before Maple Street can be officially designated as a truck route to the Industrial Park. An alternate route to the park was considered utilizing Meter Road between Route 36 and Zerfass Road, but Meter Road is more residential in nature and contains narrow pavement and a railroad crossing, sharp curves and poor horizontal geometry and so this option was eliminated from further consideration.

The reconstruction of the Maple Street/Route 36 intersection would also provide a dedicated left turn lane from Route 36 southbound to Maple Street. The curb returns would be improved to provide adequate left and right turning movements. Curbs, sidewalks and other safety improvements are also proposed. The existing storm system would be replaced as a result of the widening. It is assumed that the 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. The estimated cost estimate for this task is approximately \$625,000.



Intersection of Rte.36 and Maple St.

Task 3 –Install Way-Finding Signage from I-390 to the Site

Way-finding signs can be an effective marketing tool for an industrial site and provide valuable guidance to traffic that is unfamiliar with the area. The Agency has indicated a desire to provide way-finding signage from I-390 to the site as well as return signage to I-390 along a designated truck route. At this time the proposed truck route is from the I-390 ramps to Route 36 to Maple Street to Route 63 to Zerfass Road. Currently, there are no signs to direct truck movement to the site.

This task proposes the installation of approximately 10 signs between I-390 and the site. Two signs will be installed at each of the five intersections along the route. The new signs will direct truck traffic from I-390 to the site and back to I-390. The estimated cost estimate for this task is approximately \$4,000.

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

Task Number	Description	Estimated Cost
1	Construct Rail Spur	\$418,000
2	Improve Intersection of Route 36 and Maple Street	\$625,000
3	Install Way Finding Signage from I-390 to the Site	\$4,000
	Total	\$1,047,000

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 - CONSTRUCT RAIL SPUR
CONSTRUCTION ESTIMATE**
Towns of Sparta and North Dansville
Livingston County

Railroad Spur

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Ballast, Ties and Rail	FT	1,250	\$190.00	\$237,500
Roadway Crossing	LS	0	\$50,000.00	\$0
Turnout and Switch	LS	1	\$30,000.00	\$30,000

Subtotal: \$267,500

Supplemental Construction	LS	1	15%	\$40,125
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$26,750

Total: \$334,375

Say: \$334,000

TOTAL: \$334,000

ENGINEERING AND INSPECTION: \$84,000

GRAND TOTAL: \$418,000

TASK 2 - REBUILD ROUTE 36 / MAPLE STREET INTERSECTION
CONSTRUCTION COST ESTIMATE
 Towns of Sparta and North Dansville
 Livingston County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Reconfigure Intersection	LS	1	\$300,000.00	\$300,000
Traffic Signal	LS	1	\$100,000.00	\$100,000

Subtotal: \$400,000

Supplemental Construction	LS	1	15%	\$60,000
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$40,000

Total: \$500,000

Say: \$500,000

TOTAL: \$500,000

ENGINEERING AND INSPECTION: \$125,000

GRAND TOTAL: \$625,000

TASK 3 - IMPROVE SIGNAGE FROM I-390 TO THE SITE
CONSTRUCTION COST ESTIMATE
 Towns of Sparta and North Dansville
 Livingston County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Signs (from Route 36 to the site)	LS	10	\$250.00	\$2,500

Subtotal: \$2,500

Supplemental Construction	LS	1	15%	\$375
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$250

Total: \$3,125

Say: \$3,000

TOTAL: \$3,000

ENGINEERING AND INSPECTION: \$750

GRAND TOTAL- Say: \$4,000



Dewberry

www.dewberry.com