

Transportation Industrial Access Study

VILLAGE SQUARE
Monroe County, New York

Final Report



November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

**Monroe County
Economic Development**



TRANSPORTATION & INDUSTRIAL ACCESS STUDY – PHASE II GENESEE TRANSPORTATION COUNCIL

MONROE COUNTY – VILLAGE SQUARE 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.

Village Square is located in an Empire Zone in southern Monroe County in the Village of Honeoye Falls. The 93-acre site is zoned for a mixed-use light industrial and commercial district. Vehicular access to the site is provided from West Main Street. One of the lots is currently constructed and partially occupied by Eastman Savings and Loan. Nineteen of twenty lots remain for future development.

This project will benefit the community by providing increased long term tax revenues for the Village, School District and County. In addition, the project will create a retail center that will be beneficial to the residents of the Village and it will provide the opportunity for the development of a job market associated with commercial and light industrial growth. It is estimated that the project will support 1,200 new jobs once it is completed.

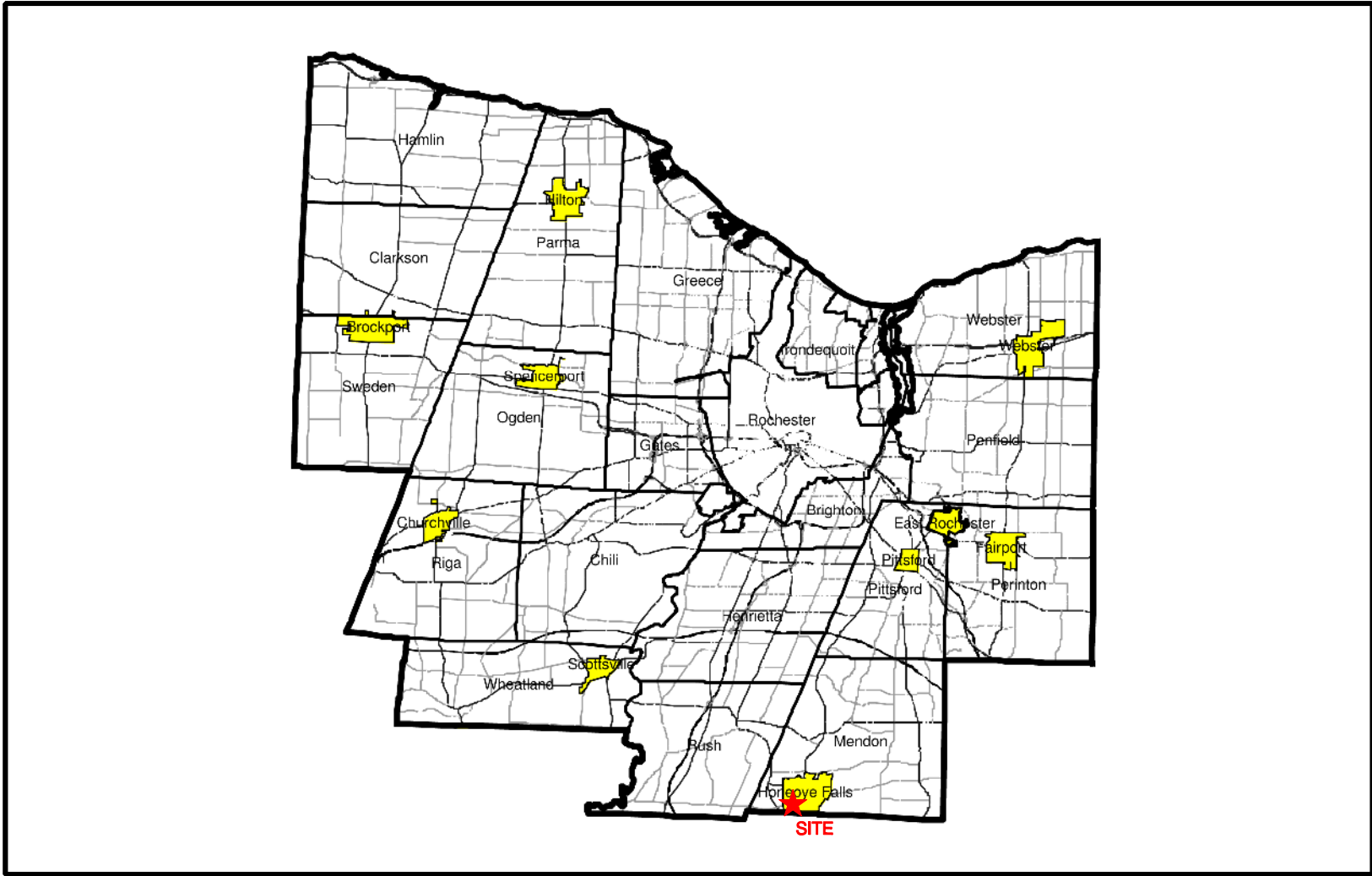
The completion of Village Square will take place in three phases over the next 15 to 25 years. As of the date of this report, the first phase of initial site development has been completed. Approximately 300 feet of Village Square Boulevard has been constructed to provide access to a 7,500 square foot retail building. Some grading and drainage facilities have also been constructed for the future stormwater management facility. The site will feature the only “shovel ready” status in Monroe County by the beginning of summer of 2007. The County of Monroe Industrial Development Agency (COMIDA) has approved incentives for the next phase of construction which will include an additional 10,000 square feet of building on 1.1 acres at the site. The building will be leased to Custom Brewcrafters, who is anticipated to move into the building in the fall of 2007. Approximately 800 feet of additional roadway and storm water drainage will be constructed.



Proposed Village Square

II. Project Tasks

On April 30, 2007 Dewberry and Genesee Transportation Council (GTC) staff met with David Dworkin and John August, owners of the property from LLD Enterprises, and performed a site visit to identify concept level infrastructure improvements. Several improvement tasks were



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Dewberry-Goodkind, Inc.
Rochester, New York

DATE
JULY 2007

PROJ. NO.
4602

SCALE
NONE

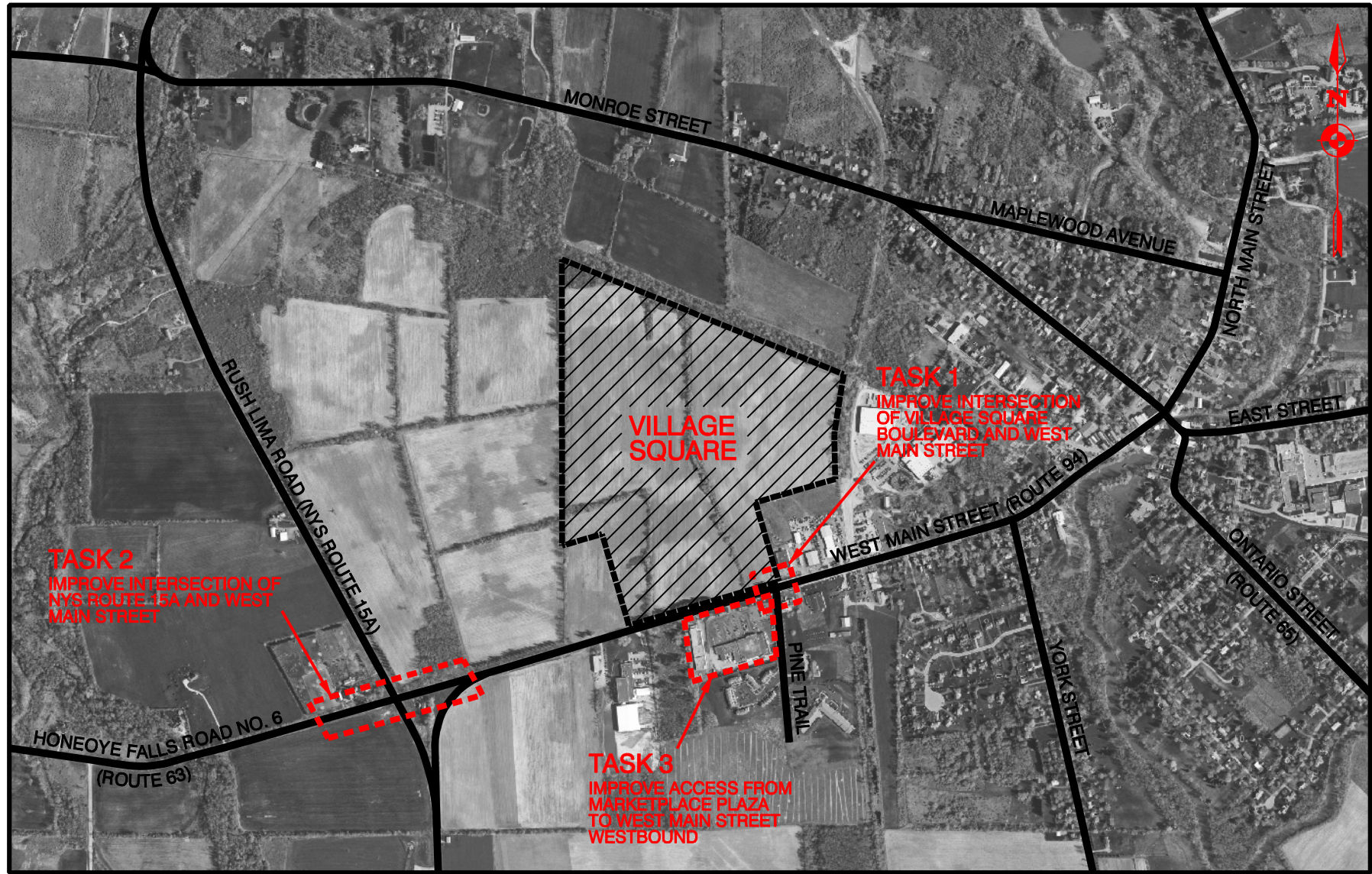
PROJECT
GENESSEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE

SITE
HONEOYE FALLS
MONROE COUNTY, NY

SHEET NO.

FIGURE 1



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Rochester, New York

DATE
JULY 2007

SCALE
NONE

TITLE
VILLAGE SQUARE
HONEOYE FALLS,
MONROE COUNTY, NY

SHEET NO.

PROJ. NO.
4602

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

FIGURE 2

identified for this site. The following is a brief summary of each improvement being considered along with its estimated cost.

Task 1 – Improve Intersection of Village Square Boulevard and West Main Street

The unsignalized 4-way intersection is stop controlled on the north approach at Village Square Boulevard and on the south approach at Pine Trail. The Village Square Boulevard approach contains one northbound lane and two southbound lanes. West Main Street and Pine Trail are both two-lane roads. Left turn lanes are also provided on West Main Street for turning movements onto Village Square Boulevard and Pine Trail. According to the “Traffic Impact Analysis for Village Square”, performed by Parrone & Associates and dated February 2002, the intersection has an existing Level of Service (LOS) of “B”. A service level “B” is defined as “reasonably free flow” in AASHTO’s “A Policy on Geometric Design of Highways and Streets”. In order to estimate future traffic and service levels, the report assumed that the first phase of construction would include 298,000 square feet of construction.



Village Square Blvd. Intersection
(Looking South)

The increased traffic generated after this construction is predicted to decrease the intersection LOS to “E”. A service level “E” is defined as “unstable flow” by AASHTO. The nearly failing service level will occur for motorists on the southbound approach turning onto West Main Street. The traffic study recommends installation of a traffic signal before this phase of construction. A signalized intersection would operate at a LOS of “B” in 2020. As part of the permit approval, representatives of LLD Enterprises agreed to install a traffic signal before this phase of construction. According to the traffic study, additional intersection improvements at the intersection and along West Main Street are not warranted.

This task proposes installation of a traffic signal at the intersection of Village Square Boulevard and West Main Street. A new traffic signal will be necessary to provide safe and appropriate traffic flow levels. The estimated cost for this task is approximately \$125,000.

Task 2 – Improve Intersection of NYS Route 15A and West Main Street

This intersection is a 4-way signalized intersection. Rush Lima Road (NYS Route 15A) is a north-south two-lane road, located approximately 2,000 feet west of Village Square Boulevard. Honeoye Falls Road No. 6 (also known as County Route 94 east of the intersection and County Route 63 west of the intersection) is an east-west two-lane road. The intersection does not contain dedicated left or right turn lanes. However, a by-pass road exists in the southwest quadrant of the intersection and connects NYS Route 15A north to Honeoye Falls Road No.6 east. A yield sign controls the end of this by-pass road. According to the Parrone traffic study, the intersection has an existing LOS of “B”. By 2010, increasing traffic volume is predicted to degrade the intersection LOS to “F”. A service level “F” is defined as “forced or breakdown flow” by



NYS Route 15A Intersection
(Looking West)

AASHTO. The failing service level will occur for motorists on the westbound approach turning left onto the southbound direction. The traffic study recommends providing a dedicated left-turn lane on the westbound approach and adjusting the traffic signal phase times to maintain a safe level of service. As observed during our site visit, the existing pavement is in poor condition at the corners of the intersection. The cracking may be caused by an inadequate turning radius or perhaps due to vehicles passing on the right shoulder to make a right turn on red.

This task involves widening approximately 1,200 feet of West Main Street / Honeoye Falls Road No. 6 by approximately 11 feet to provide left-turn lanes onto NYS Route 15A. Also, approximately 4,800 square feet of damaged pavement in the corners of the intersection will be replaced. It is assumed that the existing sewer and water systems would not be affected by the proposed widening. The estimated cost for this task is approximately \$366,000.

Task 3 – Improve Access from Marketplace Plaza to West Main Street Westbound

The unsignalized 3-way intersection between Marketplace Plaza and West Main Street is stop controlled on the north bound approach at Marketplace Plaza. Marketplace Plaza is located approximately 400 feet west of Village Square Boulevard and serves as an entrance to the plaza on the south side of West Main Street. The entrance includes left and right egress lanes and one ingress lane. West Main Street is a two-lane road with an additional left turn lane into the plaza in the westbound direction. According to the Parrone traffic study, the intersection has an existing LOS of “B”. By 2020, increasing traffic volume will degrade the intersection LOS to “D”. The nearly failing service level will occur for motorists on the northbound approach turning left onto the westbound direction. The traffic study recommends providing a new access point into the plaza from Pine Trail to allow westbound left turns onto West Main Street at the signalized intersection.



Marketplace Plaza Intersection
(Looking North)

This task involves the construction of a new entrance to the plaza from Pine Trail. It is assumed that the existing sewer and water systems would not be affected by the proposed construction. The estimated cost for this task is approximately \$51,000.

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

Task Number	Description	Estimated Cost
1	Improve Intersection of Village Square Boulevard and West Main Street	\$125,000
2	Improve Intersection of NYS Route 15A and West Main Street	\$366,000
3	Improve Access from Marketplace Plaza to West Main Street Westbound	\$51,000
	Total	\$542,000

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>

Earmarks and Sponsored Funding

The Monroe County 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 this project 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 - IMPROVE INTERSECTION OF VILLAGE SQUARE BOULEVARD AND WEST MAIN STREET
CONSTRUCTION COST ESTIMATE**

Village of Honeoye Falls
Monroe County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Traffic Signal	LS	1	\$85,000.00	\$85,000

Subtotal:

Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	\$10,000	\$10,000
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Total:

Say:

TOTAL:

ENGINEERING AND INSPECTION:

GRAND TOTAL:

**TASK 2 - IMPROVE INTERSECTION OF NYS ROUTE 15A AND WEST MAIN STREET
CONSTRUCTION COST ESTIMATE**

Village of Honeoye Falls
Monroe County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Topsoil)	CY	165	\$10.00	\$1,650
Excavation & Disposal (Box-Out)	CY	667	\$15.00	\$10,005
Rock Excavation	CY	667	\$95.00	\$63,365
Pavement Top Course	Ton	278	\$65.00	\$18,070
Pavement Binder	Ton	278	\$65.00	\$18,070
Pavement Base	Ton	1,111	\$60.00	\$66,660
Pavement Subbase	CY	667	\$35.00	\$23,345
Topsoil (Tree Lawns & Along ROW)	CY	165	\$30.00	\$4,950
Seeding (Tree Lawns & Along ROW)	SF	13,200	\$0.10	\$1,320
Asphalt Driveways	SF	360	\$4.00	\$1,440

Subtotal: \$208,875

Supplemental Construction	LS	1	15%	\$31,331
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$20,888

Total: \$261,094

Say: \$261,000

TOTAL: \$261,000

ENGINEERING AND INSPECTION: \$65,000
ROW and EASEMENTS \$40,000

GRAND TOTAL: \$366,000

**TASK 3 - IMPROVE ACCESS FROM MARKETPLACE PLAZA TO WEST MAIN STREET WESTBOUND
CONSTRUCTION COST ESTIMATE**

Village of Honeoye Falls
Monroe County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal (Topsoil)	CY	16	\$10.00	\$160
Excavation & Disposal (Box-Out)	CY	22	\$15.00	\$330
Rock Excavation	CY	22	\$95.00	\$2,090
Pavement Top Course	Ton	10	\$65.00	\$650
Pavement Binder	Ton	10	\$65.00	\$650
Pavement Base	Ton	40	\$60.00	\$2,400
Pavement Subbase	CY	22	\$35.00	\$770
Topsoil (Tree Lawns & Along ROW)	CY	8	\$30.00	\$240
Seeding (Tree Lawns & Along ROW)	SF	600	\$0.10	\$60

Subtotal:

Supplemental Construction	LS	1	15%	\$1,103
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$735

Total:

Say:

TOTAL:

ENGINEERING AND INSPECTION:
ROW and EASEMENTS

GRAND TOTAL:



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