Transportation Industrial Access Study

Geneva Enterprise Development Center
City of Geneva, Ontario County, New York

Final Report

November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

City of Geneva
Department of Economic Development

Dewberry

TRANSPORTATION INDUSTRIAL ACCESS STUDY – PHASE II
GENESEE TRANSPORTATION COUNCIL

GENEVA ENTERPRISE DEVELOPMENT CENTER
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 can be used by the City of Geneva 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.

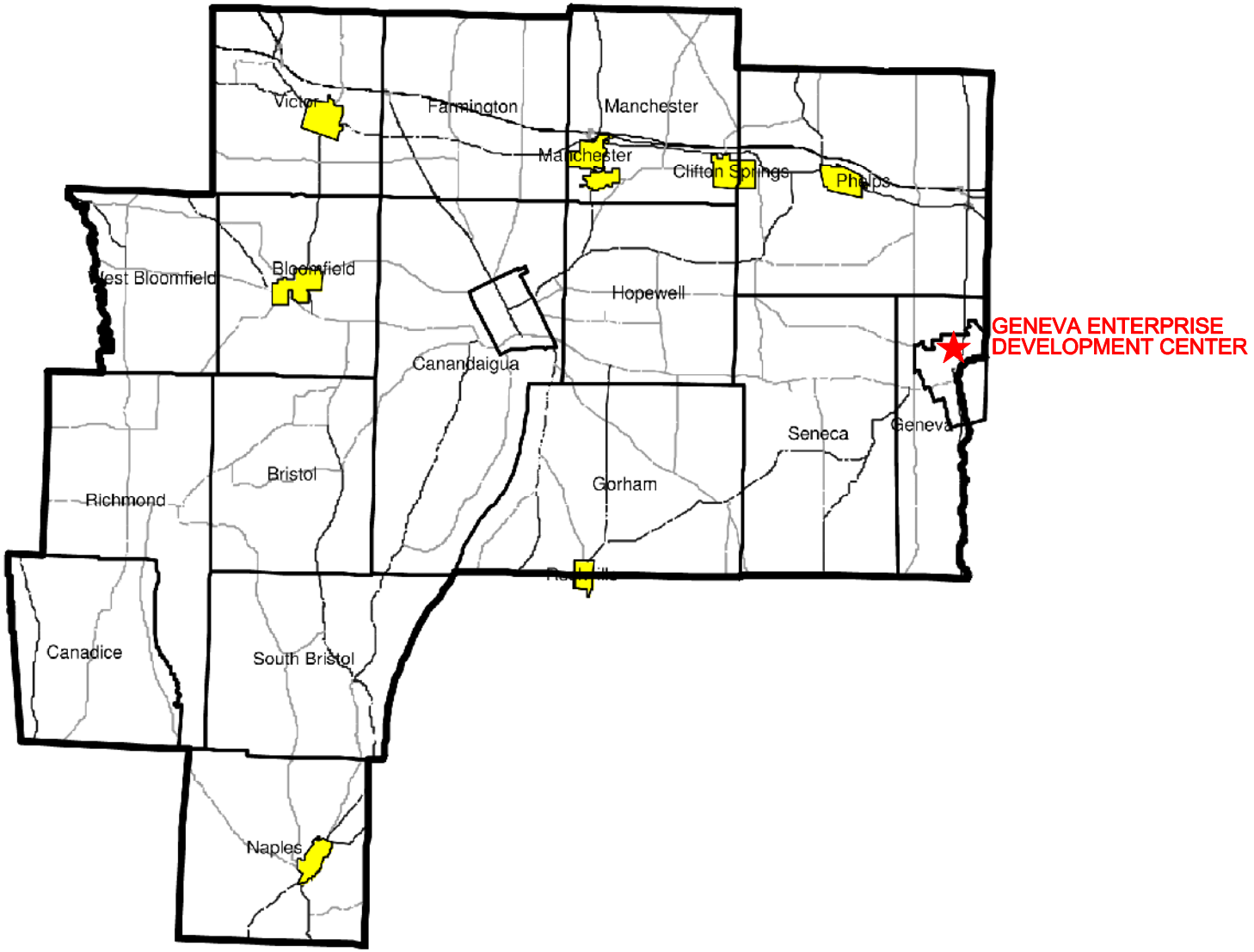
The Geneva Enterprise Development Center (GEDC) is located in an Empire Zone in eastern Ontario County in the City of Geneva (see *Figures 1 & 2*). The main access from the south is via North Street to North Genesee Street. Finger Lakes Railway operates a shortline railway that parallels Route 14 and is located approximately midway between the GEDC and Route 14. The main access from the east is via Route 14 to Gates Avenue. However, Gates Avenue contains a railroad bridge with a low vertical clearance that severely limits the size of the vehicles which can reach the GEDC from this direction. Tractor trailers destined to or arriving from the NYS Thruway must either use Gambee Road which is located approximately 0.75 miles north of Gates Avenue or use North Street to the south.

In addition, North Genesee Street contains a dense residential character which is in conflict with the existing truck traffic. Providing an alternative truck access point along Gates Avenue will help limit the portion of North Genesee Street which is subjected to heavy truck traffic.

The "Market Basket" site, which is also desired by the City for industrial development, is located just north of the GEDC. This site would also benefit from the Gates Avenue improvements.

II. Project Needs

On January 23, 2007, Dewberry met with Valerie Bassett, the Director of Operations of the City of Geneva Department of Planning and Economic Development, Eric Ameigh, City Planner, Paul Cosentino, a Junior Engineer with the City, and Erik Frisch from the GTC, 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.



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DATE MAY 2007	SCALE NONE	TITLE GENEVA ENTERPRISE DEVELOPMENT CENTER CITY OF GENEVA, ONTARIO COUNTY, NY	SHEET NO. FIGURE 1
PROJ. NO. 4602	PROJECT GENESEE TRANSPORTATION COUNCIL TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II		

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DATE MAY 2007	SCALE NONE	TITLE GENEVA ENTERPRISE DEVELOPMENT CENTER CITY OF GENEVA, ONTARIO COUNTY, NY	SHEET NO. FIGURE 2
PROJ. NO. 4602	PROJECT GENESEE TRANSPORTATION COUNCIL TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II		

Task 1 – Improve Vertical Clearance at the Gates Avenue Railroad Crossing

The City desires to improve the vertical clearance at the railroad crossing on Gates Avenue to create a legitimate easterly entrance point into the GEDC that is capable of accommodating tractor trailer truck traffic. The existing railroad bridge is located approximately 750 feet west of Route 14. The posted vertical clearance of the bridge is 10'-9". According to current New York State Department of Transportation design standards, a minimum vertical clearance of 14'-1" is required. Providing the standard clearance would allow free movement of truck traffic from Route 14 to the GEDC, reduce the negative effects of truck traffic on the residential character of North Genesee Street, and lessen the need for costly intersection improvements to accommodate truck turning movements at Avenues D and E.


Gates Ave. Railroad Crossing

This task proposes the reconstruction of approximately 700 feet of Gates Avenue in the vicinity of the railroad bridge. The profile of the reconstructed roadway would be lowered approximately 3.5 feet to provide the standard clearance. At this time, it is assumed that the abutment footing would need to be retrofitted to avoid being undermined by the required roadway excavation. Test pits should be performed at the bridge underpass to verify the work that is required to ensure the stability of the bridge. Short retaining walls along the existing bridge abutments may be required. The roadway would be widened from approximately 24 feet to 30 feet to provide for heavy truck traffic. The only exception to this would be under the bridge where the road width would probably remain at its current width of approximately 24 feet. The existing storm sewer, sanitary sewer and water main would also be replaced due to depth of cover issues. The estimated cost for Task 1 is $1,476,000.

Task 2 – Improve Gates Avenue

The City desires to improve Gates Avenue to create a legitimate easterly entrance point into the GEDC that is capable of accommodating truck traffic. Gates Avenue is currently a narrow local road that is in poor condition and is not designed for truck traffic. Also, a drainage problem exists at the railroad underpass causing flooding in the area during heavy rain falls. It is suspected that the storm drainage, sanitary sewers and water mains along Gates Avenue are in poor condition and in need of replacement.


Gates Avenue

This task proposes the reconstruction of approximately 900 feet of Gates Avenue. The reconstructed roadway would provide approximately 30 feet of pavement (lane and shoulder width) which would be designed for heavy truck traffic. Curbs, sidewalk and other safety improvements such as turning radius improvements at North Genesee Street are also proposed. The existing storm, sewer and water systems would be replaced as a result of the pavement reconstruction. The work limits and associated cost of Task 2 do not include the limits for Task 1. The estimated cost for Task 2 is $1,196,000.

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

Task Number	Description	Estimated Cost
1	Improve Vertical Clearance at the Gates Avenue Railroad Crossing	$1,476,000
2	Improve Gates Avenue	$1,196,000
	Total	**$2,672,000**

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 City of Geneva 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. Existing railroad bridge inspection and evaluation
5. Preliminary design alternative development and evaluation
6. Preliminary cost estimates
7. Environmental screenings
8. Public Informational Meetings
9. 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 VERTICAL CLEARANCE ALONG GATES AVENUE
CONSTRUCTION ESTIMATE
City of Geneva
Ontario County

Sewer Share (Storm and Sanitary)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation (includes 5" conc. pvmt.)	CY	160	$25.00	$4,000
Rock Excavation	CY	950	$95.00	$90,250
Stone Bedding	CY	80	$30.00	$2,400
Select Granular Backfill	CY	1,170	$17.00	$19,890
12" Pipe - Storm	FT	700	$40.00	$28,000
8" Lateral Pipe - Storm	FT	50	$35.00	$1,750
Connection to Existing 12" Pipe - Storm	EA	2	$1,500.00	$3,000
Catch Basins	EA	10	$1,400.00	$14,000
12" Pipe - Sewer	FT	700	$50.00	$35,000
6" Lateral Pipe - Sewer	FT	270	$40.00	$10,800
Connection to Existing 12" Pipe - Sewer	EA	2	$1,200.00	$2,400
Connection to Existing 6" Lateral Pipe - Sewer	EA	9	$200.00	$1,800
Manholes	EA	3	$2,500.00	$7,500
			Subtotal:	$220,790
Supplemental Construction	LS	1	15%	$33,119
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$22,079
			Total:	$275,988
			Say:	**$276,000**

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal for Topsoil - Gates Avenue	CY	100	$13.00	$1,300
Excavation & Disposal for Box-Out - Gates Avenue - incl. 5" conc. pvmt.	CY	800	$25.00	$20,000
Rock Excavation - Gates Avenue	CY	390	$95.00	$37,050
Rock Excavation for Profile Change - Gates Avenue	CY	1,360	$95.00	$129,200
Pavement Top Course - Gates Avenue	Ton	325	$60.00	$19,500
Pavement Binder - Gates Avenue	Ton	325	$60.00	$19,500
Pavement Base - Gates Avenue	Ton	1,300	$60.00	$78,000
Pavement Subbase - Gates Avenue	CY	780	$25.00	$19,500
Concrete Curb - Gates Avenue	FT	1,400	$20.00	$28,000
Modify Bridge Abutment Foundations	LS	1	$75,000.00	$75,000
Retaining Wall - Gates Avenue	SF	400	$30.00	$12,000
Topsoil - Gates Avenue	CY	100	$35.00	$3,500
Seeding - Gates Avenue	SF	7,000	$0.10	$700
Excavation & Disposal for Topsoil - Central Avenue	CY	25	$13.00	$325
Excavation & Disposal for Box-Out - Central Avenue	CY	180	$13.00	$2,340
Rock Excavation - Central Avenue	CY	180	$95.00	$17,100
Rock Excavation for Profile Change - Central Avenue	CY	180	$95.00	$17,100
Pavement Top Course - Central Avenue	Ton	75	$60.00	$4,500
Pavement Binder - Central Avenue	Ton	75	$60.00	$4,500
Pavement Base - Central Avenue	Ton	300	$60.00	$18,000
Pavement Subbase - Central Avenue	CY	180	$25.00	$4,500
Concrete Curb - Central Avenue	FT	400	$20.00	$8,000
Topsoil - Central Avenue	CY	25	$35.00	$875
Seeding - Central Avenue	SF	2,000	$0.10	$200
Excavation & Disposal for Driveway on north side	CY	475	$13.00	$6,175
Excavation & Disposal for Driveway on south side	CY	60	$13.00	$780
Asphalt Driveway on north side	Ton	390	$110.00	$42,900
Asphalt Driveways on south side	Ton	50	$110.00	$5,500
			Subtotal:	$576,045
Supplemental Construction	LS	1	15%	$86,407
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$57,605
			Total:	$720,056
			Say:	**$720,000**

Water

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	80	$15.00	$1,200
Rock Excavation	CY	390	$95.00	$37,050
Sand	CY	78	$18.00	$1,404
Select Granular Backfill	CY	389	$17.00	$6,613
16" DIP water main, cement lined	FT	700	$115.00	$80,500
Connect to existing water main	EA	2	$1,500.00	$3,000
1" water service main (including excavation and backfill)	FT	375	$35.00	$13,125
Fire hydrant	EA	2	$2,500.00	$5,000
			Subtotal:	$147,892
Supplemental Construction	LS	1	15%	$22,184
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$14,789
			Total:	$184,865
			Say:	**$185,000**
			TOTAL:	**$1,181,000**
			ENGINEERING AND INSPECTION:	**$295,000**
			GRAND TOTAL:	**$1,476,000**

TASK 2 - IMPROVE GATES AVENUE
CONSTRUCTION ESTIMATE
City of Geneva
Ontario County

Sewer Share (Storm and Sanitary)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation (includes 5" conc. pvmt.)	CY	900	$25.00	$22,500
Rock Excavation	CY	400	$95.00	$38,000
Stone Bedding	CY	100	$30.00	$3,000
Select Granular Backfill	CY	1,100	$17.00	$18,700
12" Pipe - Storm	FT	900	$40.00	$36,000
8" Lateral Pipe - Storm	FT	6	$35.00	$210
Connection to Existing 12" Pipe - Storm	EA	2	$1,500.00	$3,000
Connection to Existing 8" Lateral Pipe - Storm	EA	6	$250.00	$1,500
Catch Basins	EA	12	$1,400.00	$16,800
12" Pipe - Sewer	FT	900	$50.00	$45,000
6" Lateral Pipe - Sewer	FT	360	$40.00	$14,400
Connection to Existing 12" Pipe - Sewer	EA	2	$1,200.00	$2,400
Connection to Existing 6" Lateral Pipe - Sewer	EA	12	$200.00	$2,400
Manholes	EA	3	$2,500.00	$7,500
			Subtotal:	$211,410
Supplemental Construction	LS	1	15%	$31,712
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$21,141
			Total:	$264,263
			Say:	**$264,000**

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal for Topsoil	CY	110	$13.00	$1,430
Excavation & Disposal for Box-Out - incl. 5" conc. pvmt.	CY	1,000	$25.00	$25,000
Rock Excavation	CY	1,000	$95.00	$95,000
Pavement Top Course	Ton	420	$60.00	$25,200
Pavement Binder	Ton	420	$60.00	$25,200
Pavement Base	Ton	1,700	$60.00	$102,000
Pavement Subbase	CY	1,000	$25.00	$25,000
Concrete Curb	FT	1,800	$20.00	$36,000
Topsoil	CY	110	$35.00	$3,850
Seeding	SF	9,000	$0.10	$900
Asphalt Driveways	Ton	70	$110.00	$7,700
			Subtotal:	$347,280
Supplemental Construction	LS	1	15%	$52,092
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$34,728
			Total:	$434,100
			Say:	**$434,000**

Water

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Trench Excavation	CY	100	$15.00	$1,500
Rock Excavation	CY	500	$95.00	$47,500
Sand	CY	100	$18.00	$1,800
Select Granular Backfill	CY	500	$17.00	$8,500
16" DIP water main, cement lined	FT	900	$115.00	$103,500
Connect to existing water main	EA	2	$1,500.00	$3,000
1" water service main (including excavation and backfill)	FT	1,050	$35.00	$36,750
Fire hydrant	EA	2	$2,500.00	$5,000
			Subtotal:	$207,550
Supplemental Construction	LS	1	15%	$31,133
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	$20,755
			Total:	$259,438
			Say:	**$259,000**

TOTAL:	**$957,000**
ENGINEERING AND INSPECTION:	**$239,000**
GRAND TOTAL:	**$1,196,000**