

Transportation Industrial Access Study

Cadbury-Schweppes

Swift Street

Village of Waterloo, Seneca County, New York

Final Report



November 2007

Prepared for:

GENESEE TRANSPORTATION COUNCIL

Seneca County IDA



Dewberry

TRANSPORTATION INDUSTRIAL ACCESS STUDY – PHASE II GENESEE TRANSPORTATION COUNCIL

CADBURY-SCHWEPPE'S SITE FINAL CONCEPT-LEVEL STRATEGY REPORT

I. Introduction

The purpose of this report is to recommend infrastructure improvements that will foster future development at the Cadbury-Schweppes Site in Seneca County NY. The contents of this report can 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.

The Cadbury-Schweppes Site is located in an Empire Zone in northern Seneca County along Swift Street in the Village of Waterloo, NY (see *Figures 1 & 2*). The site is zoned for Industrial use. The main access to the site from the south is currently via Routes 5 & 20 to Swift Street. The main access from the north is currently via North road to Swift Street. Conrail tracks exist along the south side of Mechanic Street which forms the southerly border of the site. There is an existing railroad siding at the southwest corner of the site as well.

II. Project Needs

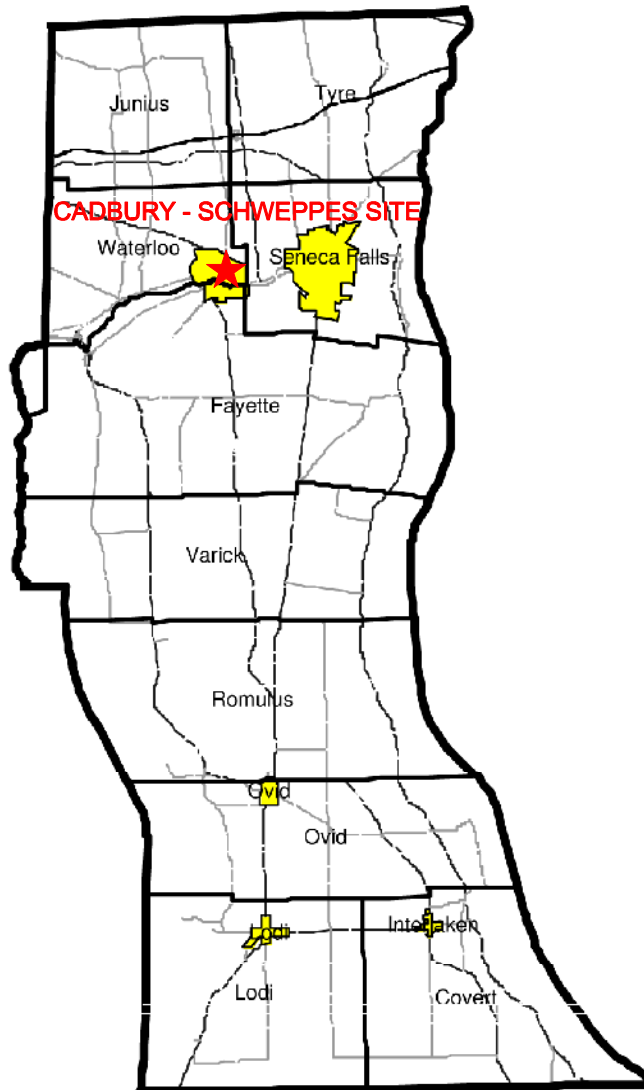
On January 11, 2007, Dewberry met with Glenn Cooke, the Executive Director of Seneca County Industrial Development Agency and performed a site visit to identify concept level infrastructure improvements. Several improvement tasks were identified for this site. The following is a brief summary of each improvement being considered along with its estimated cost.

Task 1 – Improve Intersection of Swift Street and Routes 5 & 20

Routes 5 & 20 is a 4 lane road with moderate to high traffic volumes. The existing tee-intersection is stop controlled on Swift Street. During rush hour, it is not unusual for a truck to wait up to five minutes for a safe gap in the traffic stream before attempting the left turn from Swift Street onto Routes 5 & 20. Since separate turn lanes do not exist, vehicles wanting to make a right turn are often stuck waiting behind the left turning vehicle. A similar situation is also true for vehicles making left turns from Routes 5 & 20 onto Swift Street. Dedicated turning lanes and a traffic signal would



Routes 5 & 20 and Swift St.
Intersection



Dewberry

Dewberry-Goodkind, Inc.
Rochester, New York

DATE
JUNE 2007

PROJ. NO.
4602

SCALE
NONE

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE
CADBURY SCHWEPPE'S,
VILLAGE OF WATERLOO,
SENECA COUNTY, NY

SHEET NO.

FIGURE 1



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Dewberry-Goodkind, Inc.
Rochester, New York

DATE
JUNE 2007

PROJ. NO.
4602

SCALE
NONE

PROJECT
GENESEE TRANSPORTATION COUNCIL
TRANSPORTATION INDUSTRIAL ACCESS STUDY - PHASE II

TITLE

CADBURY SCHWEPPES
VILLAGE OF WATERLOO,
SENECA COUNTY, NY

SHEET NO.

FIGURE 2

provide safer and more efficient movement at this intersection.

This task involves widening approximately 500 feet of Routes 5 & 20 and 200 feet of Swift Street. In the eastbound direction, Routes 5 & 20 would be widened by approximately 11 feet to provide a left turn lane onto Swift Street. In the westbound direction, Routes 5 & 20 would also be widened by 11 feet to provide a center median across from the left turn lane. Swift Street would be widened by 12 feet to provide dedicated left and right turn lanes onto Routes 5 & 20. The curb turning radii would be improved to provide adequate left and right turning movements. It is assumed that minor modifications to the existing storm sewer system would be necessary and the existing sanitary 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 for this task is approximately \$366,000.

Task 2 – Improve Intersection of Swift Street and Mechanic Street

This intersection contains poor turning radii for truck traffic turning right from Mechanic Street onto Swift Street. Also, the railroad crossing just south of the intersection is too narrow. An existing section of guiderail which protects the railroad crossing signal equipment has been impacted many times and has been badly damaged by trucks due to the narrow conditions. In addition, the railroad crossing signal contains flashing signal poles but lacks signal gates to block traffic when a train is approaching.



Turning Radius at Mechanic Street
Looking South along Swift Street

This task proposes the reconstruction of approximately 1,500 square feet of the intersection to improve the turning radii. New guiderail would replace the damaged guiderail. In addition, the railroad crossing would be widened by approximately 10 feet to the west to accommodate the larger turning radii. Railroad signal gates would be installed to further enhance the safety of the intersection. It is assumed that minor modifications would be necessary to the existing storm sewer system and the existing sanitary sewer and water systems would not be affected by the proposed widening. The estimated cost for this task is approximately \$104,000.

Task 3 – Improve Intersection of Swift Street and North Road

The intersection of Swift Street and North Road contains poor turning radii for truck traffic. An existing two story building that is owned by the Seneca County Fair Association encroaches on the Village right-of-way at the southeast corner of the intersection. The proximity of the building to the roadway creates a difficult maneuver for tractor trailer trucks that regularly haul product and raw materials to and from the site. The building must be partially demolished in order to provide the space necessary to improve the intersection turning radius.



Turning Radius at Existing Building
Looking South at North Rd and Swift St

Option 1 for this task proposes the reconstruction of approximately 1,500 square feet of intersection to improve the turning radii. The existing building must be partially demolished before the turning radii can be improved. The building is approximately 300 feet long and 50 feet wide. Approximately 1,000 square feet of the northern portion the building would be removed. The northern building wall would be replaced and the turning radii would be improved. It is assumed that minor modifications would be necessary to the existing storm sewer system and the existing sanitary sewer and water systems would not be affected by the proposed widening. The estimated cost for Option 1 of this task is approximately \$133,000.

Option 2 for this task proposes the realignment of approximately 300 feet of Swift Street at the intersection with North Road. The new alignment would relocate the Swift Street/North Road intersection further west and create a 90 degree angle intersection between Swift Road and North Road. The existing intersection is skewed at a 60 degree angle and the acute angle is along the east side of the intersection which is one of the reasons for the difficult truck turning maneuver at this location. It is assumed that the existing storm drainage system will be modified, but the sanitary sewer and water systems will not be affected by the realignment. The cost for Option 2 of this task is approximately \$250,000.

It should be noted that the Seneca County IDA has approached the Seneca County Fair Association in regard to their desire to partially demolish the existing structure at the south east corner of Swift Street and North Road. The Fair Association is opposed to this idea and feels the County should pursue the realignment option.

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

Task Number	Description	Estimated Cost	Estimated Cost
1	Improve Intersection of Swift Street and NYS Routes 5 & 20	\$366,000	\$366,000
2	Improve Intersection of Swift Street and Mechanic Street	\$104,000	\$104,000
3-1	Option 1 - Improve Intersection of Swift Street and North Road- with partial building demolition	\$133,000	n/a
3-2	Option 2 - Improve Intersection of Swift Street and North Road- with Road Realignment to the west.	n/a	\$250,000
	Total	\$603,000	\$720,000

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

Seneca 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 these projects 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 SWIFT STREET AND ROUTE 20
CONSTRUCTION COST ESTIMATE**

Village of Waterloo
Seneca County

Highway (Assume 150' storage length and 150' taper on Route 20 and 100' storage length and 100' taper on Swift Road)

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal - Box-Out (Route 20)	CY	280	\$15.00	\$4,200
Rock Excavation (Route 20)	CY	280	\$95.00	\$26,600
Drainage Improvements	LS	1	\$25,000.00	\$25,000
Embankment (Route 20)	CY	560	\$20.00	\$11,200
Pavement Top Course (Route 20)	Ton	120	\$60.00	\$7,200
Pavement Binder (Route 20)	Ton	120	\$60.00	\$7,200
Pavement Base (Route 20)	Ton	475	\$60.00	\$28,500
Pavement Subbase (Route 20)	CY	280	\$25.00	\$7,000
Topsoil (Route 20)	CY	60	\$35.00	\$2,100
Seeding (Route 20)	SF	5,000	\$0.10	\$500
Excavation & Disposal - Box-Out (Swift Street)	CY	120	\$15.00	\$1,800
Rock Excavation (Swift Street)	CY	120	\$95.00	\$11,400
Embankment (Swift Street)	CY	225	\$20.00	\$4,500
Pavement Top Course (Swift Street)	Ton	50	\$60.00	\$3,000
Pavement Binder (Swift Street)	Ton	50	\$60.00	\$3,000
Pavement Base (Swift Street)	Ton	200	\$60.00	\$12,000
Pavement Subbase (Swift Street)	CY	110	\$25.00	\$2,750
Topsoil (Swift Street)	CY	30	\$35.00	\$1,050
Seeding (Swift Street)	SF	2,000	\$0.10	\$200
Traffic Signal	LS	1	\$75,000.00	\$75,000

Subtotal: \$234,200

Supplemental Construction	LS	1	15%	\$35,130
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$23,420

Total: \$292,750

Say: \$293,000

TOTAL: \$293,000

ENGINEERING AND INSPECTION: \$73,000

GRAND TOTAL: \$366,000

**TASK 2 - IMPROVE SWIFT STREET AND MECHANIC STREET
CONSTRUCTION COST ESTIMATE**

Village of Waterloo
Seneca County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Excavation & Disposal - Box-Out	CY	60	\$15.00	\$900
Rock Excavation	CY	60	\$95.00	\$5,700
Embankment	CY	111	\$20.00	\$2,220
Drainage Improvements	LS	1	\$5,000.00	\$5,000
Pavement Top Course	Ton	25	\$60.00	\$1,500
Pavement Binder	Ton	25	\$60.00	\$1,500
Pavement Base	Ton	100	\$60.00	\$6,000
Pavement Subbase	CY	60	\$25.00	\$1,500
Boxbeam Guiderail	FT	100	\$22.50	\$2,250
Extend roadway crossing and install protective barrier	LS	1	\$40,000.00	\$40,000

Subtotal: \$66,570

Supplemental Construction	LS	1	15%	\$9,986
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$6,657

Total: \$83,213

Say: \$83,000

TOTAL: \$83,000

ENGINEERING AND INSPECTION: \$21,000

GRAND TOTAL: \$104,000

**TASK 3 - OPTION 1
IMPROVE THE INTERSECTION OF
SWIFT STREET AND NORTH ROAD
CONSTRUCTION COST ESTIMATE**

Village of Waterloo
Seneca County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Partial building demolition	LS	1	\$8,000.00	\$8,000
Land Acquisition	LS	1	\$5,000.00	\$5,000
Erect new north face for building	LS	1	\$25,000.00	\$25,000
Partial Removal of Building foundation	LS	1	\$10,000.00	\$10,000
Fill in foundation void	LS	1	\$7,500.00	\$7,500
Road Excavation & Disposal - Box-Out	CY	56	\$15.00	\$840
Road Rock Excavation	CY	56	\$95.00	\$5,320
Roadway Embankment	CY	111	\$20.00	\$2,220
Drainage Improvements	LS	1	\$10,000.00	\$10,000
Pavement Top Course	Ton	23	\$60.00	\$1,380
Pavement Binder	Ton	23	\$60.00	\$1,380
Pavement Base	Ton	93	\$60.00	\$5,580
Pavement Subbase	CY	56	\$25.00	\$1,400
Topsoil	CY	25	\$35.00	\$875
Seeding	SF	2,000	\$0.10	\$200

Subtotal: \$84,695

Supplemental Construction	LS	1	15%	\$12,704
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$8,470

Total: \$105,869

Say: \$106,000

TOTAL: \$106,000

ENGINEERING AND INSPECTION: \$27,000

GRAND TOTAL: \$133,000

**TASK 3 - OPTION 2
REALIGN THE INTERSECTION OF
SWIFT STREET AND NORTH ROAD
CONSTRUCTION COST ESTIMATE**

Village of Waterloo
Seneca County

Highway

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Land Acquisition	LS	1	\$20,000.00	\$20,000
Road Excavation & Disposal - Box-Out	CY	450	\$15.00	\$6,750
Road Excavation & Disposal - Remove old Road	CY	175	\$16.00	\$2,800
Road Rock Excavation	CY	350	\$95.00	\$33,250
Roadway Embankment	CY	200	\$20.00	\$4,000
Drainage Improvements	LS	1	\$25,000.00	\$25,000
Pavement Top Course	Ton	140	\$60.00	\$8,400
Pavement Binder	Ton	140	\$60.00	\$8,400
Pavement Base	Ton	560	\$60.00	\$33,600
Pavement Subbase	CY	335	\$25.00	\$8,375
Topsoil	CY	225	\$35.00	\$7,875
Seeding	SF	18,000	\$0.10	\$1,800

Subtotal: \$160,250

Supplemental Construction	LS	1	15%	\$24,038
Maintenance & Protection of Traffic; Survey & Stake-out; Field Office; Mobilization & Demobilization	LS	1	10%	\$16,025

Total: \$200,313

Say: \$200,000

TOTAL: \$200,000

ENGINEERING AND INSPECTION: \$50,000

GRAND TOTAL: \$250,000



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