

Appendix A

Potential Transportation Needs

- A.1** Herkimer County
- A.2** Oneida County
- A.3** Long Range Projects Identified
within the LRTP by Mode

The following is a compilation of transportation projects, priorities and other needs that have been identified in the development of the LRTP. Some of the projects listed here are included in the TIP/STIP and NYSDOT Region 2 Capital Plan. However most projects are not yet fully, or even partially, funded. The list is sorted by county, but is not otherwise in a particular order, and does not necessarily represent specific priorities for the region.

A.1 HERKIMER COUNTY

Schuyler Business Park

Summary: Conceptually, this project would improve access to the Schuyler Business Park from Route 5.
Issues: Funding, with potential property and environmental impacts.
Cost: Construction cost is estimated at \$1.0 to \$5.0M.
Schedule: Presently not programmed on the five year capital program.

Frankfort Business Park (Pumpkin Patch)

Installed engineering for signals and ramp entrance – upon first tenant, NYSDOT will in put in signal – cooperative with Herkimer Co.

Summary: Conceptually this project would improve access to the Business Park from Route 5S and Coop Hill Road. It may include the placement of signals, widening of the roadway and the Route 5S structure. The curb to curb width of the structure is 28 feet, it was constructed in 1968.
Issues: Funding with potential property and environmental impacts.
Cost: Construction cost is estimated at \$1.0 to \$5.0 M.
Schedule: Presently not programmed on the five year capital program.

Route 5S: Frankfort to Route 28

NYSDOT would only see need if there was significant traffic increase. Conceptually only.

Summary: Conceptually this project would improve the corridor with potentially additional travel lanes and improvements to intersection / interchanges.
Issues: Funding with potential property and environmental impacts.
Cost: Construction cost is estimated at \$5.0 to \$40.0 M.
Schedule: Present schedule is for review of alternatives.

Route 5S: Route 28 to Route 167

Summary: Conceptually this project would improve the corridor with potentially additional travel lanes and improvements to intersection / interchanges.
Issues: Funding with potential property and environmental impacts.
Cost: Construction cost is estimated at \$5.0 to \$40.0 M.
Schedule: Presently not programmed on the five year capital program.

Bridge Replacements – Countywide

Summary: Conceptually this project would seek to improve travel throughout Herkimer County by rehabilitating or replacing bridge structures located on local or NYS Highways.
Issues: Right-of-way, easements, environmental impacts, funding.
Cost: Non-determinable at present.
Schedule: Non-determinable at present.

Pavement Rehabilitation – Countywide

Summary: Conceptually projects would seek to improve travel throughout Herkimer County by rehabilitating by cold-in-place recycling and overlays on local or NYS Highways.

Issues: Right-of-way, easements, environmental impacts, funding.

Cost: Non-determinable at present.

Schedule: Non-determinable at present.

A.2 ONEIDA COUNTY

Marcy Nanocenter Infrastructure Improvements

- Summary:** This project was developed in by Mohawk Valley EDGE and would include improved access on the Edic Road interchange at Route 49/Utica Rome Expressway and better connection of all modes to the downtown Utica core and the NYS Rte 5/8/12 corridor.
- Issues:** Funding; potential residential property concerns; environmental impact.
- Cost:** Construction cost is estimated at \$7.0 M northerly to the facility site.
- Schedule:** Mohawk Valley EDGE is presently overseeing all stages of improvements and engineering for the Marcy Nanocenter Infrastructure requirements.

Utica Rome Expressway High Speed EZ Pass

- Summary:** Conceptually this project would provide four ramps between the Utica-Rome Expressway and the N.Y.S. Thruway (Interstate 90). This concept takes full advantage of the unique parallel roadways west of Exit 31 and maximizes the possible interconnectivity of routes in the east/west and north/south corridors. This would improve access for major economic development sites within the Mohawk Valley, including Griffiss Business and Technology Park, Wal-Mart Distribution Center, SUNY Institute of Technology, the proposed Marcy Nanocenter site, and the City of Utica. It would improve air quality, reduce energy use and minimize environmental impacts of alternative designs previously approved under the Marcy-Utica-Deerfield Environmental Impact Statement.
- Issues:** Implementation with the N.Y.S. Thruway.
- Cost:** Construction cost is estimated at \$8.0 M.
- Schedule:** Presently not programmed on the five year capital program.

Study Utica Gateway @ N.Y.S. Thruway and North Genesee Street

- Summary:** Study to evaluate the Gateway into the City of Utica from the N.Y.S. Thruway entrance through the North Genesee Street commercial district.
- Issues:** Within the corridor, there is a need for improved pedestrian and vehicular access. Although there are parallel sidewalks through the site, it is extremely difficult to cross Genesee Street due to the volume and speed of traffic.
- Cost:** Study cost estimated at \$2.0 M.
- Schedule:** Presently not programmed on the five year capital program.

Routes 5, 8, 12 & 840 Interchange

- Summary:** This project is proposed as an interchange reconstruction. The structure, which carries Route 8 over Routes 5 and 12, is nearing the end of its useful life and is in need of replacement. In addition, the weaving sections between the ramps are non-standard and the site of numerous accidents.
- Issues:** The reconfigured interchange design will need to minimize property and environmental impacts to the surrounding area. It is expected the project will need to be taken to Design Approval and staged by initially reconstructing the structure. Road would need to redesigned to meet current federal standards.
- Cost:** Not presently programmed. Full bridge replacement estimated at \$35.0M, this funding would only replace the structure, interchange and roadways associated.
- Schedule:** Not presently programmed; but under review for next ten year window.

Route 840 Extension to Rome

- Summary:** Conceptually this project would extend Route 840 from its present terminus at Halsey Road in Whitestown to the interchange of Routes 26, 49, 69 and 365. Options vary from reconstructing the roadway on the existing alignment to limiting access, constructing frontage roads in several locations for access management, and acquiring the right-of-way for ultimately an expressway-type facility. The portion of the roadway from Route 233 to the Rome interchange would be on new location.
- Issues:** Property acquisitions, potential impacts to farmland, wetlands, stream crossings, and historic resources. Jurisdictional exchange would need to be considered.
- Cost:** Depending on the alternative, the estimates start at \$10M to reconstruct the existing highway to Route.
- Schedule:** Presently not programmed on the five year capital program.

Griffiss Business and Technology Park

- Summary:** The Parkway (Route 825) through the Griffiss Business and Technology Park has been completed with the exception of the central portion from Ellsworth Road to Perimeter Road. This portion would construct a new roundabout at the Floyd Avenue/Brooks Road intersection and create a four-lane parkway similar to the existing facility.
- Issues:** Funding.
- Cost:** \$9 million based on construction estimates from engineering report.
- Schedule:** Presently not programmed on the five year capital program.

Fort Stanwix-Rome Gateway

- Summary:** Conceptually this project would address the Gateway into the City of Rome at the intersection of Erie and Black River Boulevard and the Fort Stanwix National Monument site.
- Issues:** Within the corridor there is a need for improved pedestrian and vehicular access. Although there are parallel sidewalks through the site, it is difficult to cross due to the volume and speed of traffic. In addition, the structure at the intersection will require replacement in the future.
- Cost:** Depending on the alternative selected \$4 – 6M.
- Schedule:** Presently not programmed on the five year capital program.

Routes 49 & 365 Conversion to Route 790

- Summary:** This project is an effort to create a singular, unique identity for the Routes 49 and 365 corridor that connects Thruway Interchange 31 in Utica with Interchange 33 in Verona. Initially the roadway would be named N.Y.S. Route 790 and in the future could potentially be upgraded to Interstate standards and signed as an extension of Interstate 790.
- Issues:** Funding and prioritization versus other needed investments.
- Cost:** For the initial conversion to N.Y.S. Route 790, the estimate would be between \$3 - 5M. To convert the corridor to Interstate standards would be in the \$150 – 200M range.
- Schedule:** Presently not programmed on the five year capital program.

Oriskany Boulevard: Utica Auditorium to Broad Street

Summary: This project will improve safety in this the corridor and intersections to develop a true boulevard for the City of Utica. This project will utilize safety funds to aid in improving safety of the entire network.

Issues: Presently this corridor has limited access and inhibits pedestrian and traffic cross-flow in the corridor. Funding and prioritization versus other needed investments.

Cost: Depending on the alternative selected \$11M.

Schedule: Currently programmed on the five year capital program for 2017 construction; design has been initiated through NYSDOT.

Local Roads Over the Erie Canal

Summary: There are a number of local roads over Erie Canal or Old Erie Canal structures. They range from large steel trusses to concrete slabs and jack arch structures. Several structures have been closed with traffic detoured to other routes.

Issues: Funding and prioritization versus other needed investments.

Cost: Each replacement structure could range from \$0.4 to \$3.0 M.

Schedule: Presently not programmed on the five year capital program.

Northern Oneida County Landfill Access (update to current Boonville project status)

Summary: Study to develop potential alternative routes or a bypass routing to address truck traffic associated with the landfill in the Town and Village of Boonville.

Issues: Significant environmental concerns, non-landfill truck traffic generating impacts, community consensus.

Cost: None project until conclusion of the study.

Schedule: Planning assistance is being provided to the local municipalities (2014) to identify a solution; Presently not programmed on the five year capital program.

Bridge Replacements – Countywide

Summary: Conceptually this project would seek to improve travel throughout Herkimer County by rehabilitating or replacing bridge structures located on the NYS Highway System.

Issues: Right-of-way, easements, environmental impacts, funding.

Cost: Non-determinable at present.

Schedule: Non-determinable at present.

Pavement Rehabilitation – Countywide

Summary: Conceptually projects would seek to improve travel throughout Herkimer County by rehabilitating by cold-in-place recycling and overlays on local or NYS Highways.

Issues: Right-of-way, easements, environmental impacts, funding.

Cost: Non-determinable at present.

Schedule: Non-determinable at present.

A.3 LONG RANGE PROJECTS IDENTIFIED WITHIN THE LRTP BY MODE

Highway

Mohawk Valley Infrastructure Floodproofing

Summary: Rebuild creek infrastructure to limit the risk of future flooding events.
Issues: Unpredictable storm impacts. Cost; some improvements involve altering infrastructure that was recently constructed.
Schedule: Some projects within the upcoming 5 years, others beyond that,

Intelligent Transportation Systems (ITS) Construction/Initiation

Summary: Develop and establish an ITS system for Herkimer and Oneida counties
Issues: Cost/funding; technology still young
Schedule: Still in a preliminary planning stage; 0 – 5 years.

Separate Bike Lanes or Shared Lane Markings

Summary: A class II facility is On-street bicycle facilities – bicycle lanes and signed bicycle routes – provide an additional level of protection for the bicyclist by designating space on the roadway. Where separate bike lanes are not an option there is the possibility to allow motorists and bicyclists to safely share a roadway through shared lane markings.
Issues: Integration with existing roadways; available ROW; funding; coordination
Schedule: 0 – 5 years, but dependent on many factors

Rail

NYS High Speed Rail

Summary: Improve Amtrak service by rebuilding passenger corridor to allow for higher travel speeds and more frequent service.
Issues: Cost; not all options beneficial to Herkimer and Oneida counties.
Schedule: Currently in EIS stage, construction likely 5 or more years away.

Adirondack Scenic Railroad Track Restoration

Summary: Rebuild and restore service on ASRR between Big Moose Lake and Saranac Lake.
Issues: Cost, Use of rail bed as a snowmobile trail during winter months.
Schedule: More than 5 years away.

Rome Station Upgrades

Summary: Improve security and amenities at Rome Amtrak station
Issues: Ridership levels may not justify cost.
Schedule: TBD

Transit

OCRT System Route Restructuring

Summary: Reconfigure the OCRT system to better serve needs of rural residents whose destinations are not in Downtown Utica or Rome.
Issues: Funding for current system already tight; little room for flexibility.
Schedule: TBD

CENTRO of Oneida Bus Bike Racks

Summary: Expand CENTRO's bus bike racks (found in Syracuse) to buses in Utica and Rome
Issues: Funding
Schedule: Could be accomplished within 7 years.

Mobility Management Coordination

Summary: Develop a true system of mobility management throughout the two county area that connects people, services, destinations, employment and urban/rural areas.
Issues: Funding
Schedule: Could be accomplished within 7 years.

Transit for Seasonal/Tourism Generators

Summary: Develop a method for implementing short duration transit services to match changing demands due to tourism or seasonal activity generators. The transit would be connected with existing urban and rural routing to enhance the service and mobility of the network.
Issues: Funding, coordination
Schedule: Could be accomplished within 5 years.

Non-Motorized

Erie Canalway Trail, Unfinished gaps/sections

Summary: Establish a seamless trail along the original Erie Canal by completing trail gaps and missing segments.
Issues: Funding, ROW, permitting.
Schedule: Some sections currently under construction; others more than 5 years away.

Utica Bike Share program

Summary: Create a shared-usage bicycle system that encourages cycling among people who either lack an automobile and/or choose not to drive.
Issues: Funding; preventing theft/damage.
Schedule: More than 5 years away.

Horse and Buggy Infrastructure Improvements

Summary: Rebuild infrastructure in areas with notable horse/buggy usage to provide for better shared usage and increase safety.
Issues: Lack of awareness from higher govt. entities about horse/buggy transport issues; funding; extremely large speed gap between transport modes.
Schedule: 0 – 5 years

Open Streets Policy

Summary: A program to temporarily close a main street to motorized traffic for a certain period to allow bicyclists, pedestrians, skaters, etc. to safely enjoy the roadway. (i.e. few hours on a Saturday morning once a month).

Issues: Coordination

Schedule: 0 – 5 years

Bicycle Education

Summary: Increase of bicycle education for both cyclists and motorists. Bicyclists should be aware of their rights and responsibilities when travelling on the road.

Issues: Coordination

Schedule: 0 – 5 years

TOBIE Trail Improvements

Summary: Increasing signage, trail maps, benches, and bicycle racks along corridor, and other minor improvements.

Issues: Funding; property acquisitions.

Schedule: Within the next 5 years.