

APPENDIX

C

Regional Transportation Needs

Identified Long Range Regional Transportation Needs

The following is a compilation of transportation projects, and other needs that have been identified by local officials in the region. Some of the projects listed here are included in the region's Five Year Capital Program, however most are not yet fully, or even partially, funded. The list is not in a particular order, and does not necessarily represent specific priorities for the two county area.

Herkimer County

Route 51 Ilion

Summary: This project is intended to reconstruct the pavement throughout the corridor.

Issues: Reconstruction of the pavement may require impacts to the curb, sidewalk and drainage structures.

Cost: Approved program construction cost is \$1.0 M. This is presently underfunded for a reconstruction alternative.

Schedule: Presently scheduled for April 2010 letting as a milling and resurfacing of the pavement.

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)

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

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 the development of project scoping only.

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.

Oneida County

Marcy Nanocenter Infrastructure Improvements

Summary: This project was developed in cooperation with Mohawk Valley EDGE and would facilitate improved access on the Edic Road interchange at Route 49/Utica Rome Expressway.

Issues: Funding with potential residential property and environmental impacts.

Cost: Construction cost is estimated at \$7.0 M northerly to the facility site.

Schedule: Mohawk Valley EDGE is presently pursuing a consultant firm to complete preliminary 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 \$6.0 M.

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

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

Summary: Conceptually this project would address the Gateway into the City of Utica from the N.Y.S. Thruway entrance southerly 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: Depending on the alternative, the estimates vary from \$3.0 to \$10.0 M.

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

North-South Arterial

Summary: This project is planned to replace the North-South Arterial viaduct within the parameters and vision of the Utica North-South Arterial Corridor Study completed in March 2007. This concept would provide a 55 MPH non-stop route for traffic passing through the study area. The ramps to and from Routes 5S/5A (Oriskany Boulevard) would be evaluated further to minimize accident rates. The existing viaduct would be extended south to pass over and provide an interchange with Court Street. The expressway would then meet the existing grade just beyond Sunset Avenue, resulting in the closure of the intersection. A pedestrian structure would be provided to maintain the neighborhood connection. Another key feature included the construction of a southbound frontage road on the west side of the arterial to serve as a collector-distributor road between the Court Street and future Noyes/Oswego Street interchanges. A recreational trail will parallel this roadway and interconnect into the regional trail system. Lincoln Avenue would serve as a similar feature for northbound traffic.

Issues: There are a number of business and residential acquisitions required with the alternatives.

Cost: Presently programmed for a total of \$40 M, reconstruction alternatives vary from \$56 – 63M.

Schedule: Proposed letting dates are staged starting in December 2011 with an estimated construction cost of \$5.6M, a contract in April 2012 with an estimated construction cost of \$10.7M; and a “candidate” contract in April 2013 with an estimated construction cost of \$48.0M

Noyes St./Oswego St. Interchange (North-South Arterial Phase II)

Summary: This project would construct an interchange in the vicinity of the Noyes Street and Oswego Street intersections, providing access to Utica Cutlery, other nearby businesses, and the Bossert site. The interchange would meet the parameters and vision of the Utica North-South Arterial Corridor Study completed in March 2007. This project would complete the proposed southbound frontage road.

Issues: Funding and potential business and residential relocations. The Nail Creek culvert and railroad on Schuyler Street are also complicating features.

Cost: Depending on the alternative, the estimates vary from \$10 - 25M.

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.

Cost: Presently programmed with a construction cost of \$8.0M, this funding would only replace the structure.

Schedule: Proposed letting date of March 2013.

Campion Road & Old Campion Road

Summary: Conceptually this project would connect Campion Road in the Village of New Hartford to Old Campion Road, with a structure over Routes 5 and 12. This would provide a local direct connection between the Villages of New Hartford and New York Mills and facilitate a recreational trail connection to the Philip Rayhill Memorial Trail.

Issues: Funding with potential property and environmental impacts.

Cost: Construction cost is estimated at \$6 – 7M based on the construction schedule.

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

N.Y.S. Route 12 South

Summary: Mobility and access issues exist along the corridor between Utica and Binghamton; particularly from Norwich south to Binghamton. In Oneida County, the projects would primarily be site improvements such as installation of climbing/passing lanes and intersection improvements.

Issues: Funding and prioritization versus other needed investments.

Cost: Construction cost ranges between \$3 - 30M based on the sites selected.

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

New Hartford Business Park

Summary: Conceptually, this project will construct a diamond interchange with Route 840 and the Woods Highway Extension at the site for the proposed BOCES/New Hartford School District Bus Garage.

Issues: An evaluation of the local network within the Business Park will need to be completed as the site develops to determine whether additional access is required beyond the nearby Middle Settlement Road interchange. The Town of New Hartford will need to complete the SEQR process and hold a Public Information Meeting. There has been extensive public outcry against the possibility of a new signalized intersection on Route 840.

Cost: The construction cost of a diamond interchange at the site is approximately \$6M, with an additional \$2 – 3M required for utility relocation.

Schedule: Dependent on actions by the Town of New Hartford.

Route 840 Access to N.Y.S. Thruway

Summary: Conceptually this project would construct an interchange access to the N.Y.S. Thruway. Options vary from an EZ Pass only from eastbound off-ramp and westbound on-ramp to an interchange with full access at Route 840 to improved access from the existing Westmoreland Thruway interchange via Cider Street.

Issues: Business and residential property acquisitions, utility impacts, local road network relocation, potential interchange spacing from Exit 32 on I90 is 2.9 miles.

Cost: Depending on the alternative, the estimates would vary from \$5 to 30M.

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

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 would vary from \$10M to reconstruct the existing highway to Route 233 to \$50M for an expressway-type facility.

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: \$6 – 8M based on construction schedule.

Schedule: Presently not programmed on the five year capital program, although a \$5.0M contract is proposed for March 2015.

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 \$3 – 5M.

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: Genesee Street – Broad Street

Summary: This project would evaluate the corridor and intersections to develop a true boulevard for the City of Utica.

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 \$3 – 7M.

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

Thruway Interchange @ Turning Stone

Summary: This project would improve the traffic flow on State Route 365 from Patrick Road to the structure over the New York State Thruway. This would include the intersections with Patrick Road, the Turning Stone Resort Main Entrance and the New York State Thruway Interchange.

Issues: Plans were prepared in 2005 and ready to let at an approximate cost of \$4.5 M. The cost was to be shared approximately equally by the NYSDOT, New York State Thruway Authority, and the Oneida Indian Nation. The project was dropped from the program when the Oneida Indian Nation would not fund their portion.

Cost: Estimated at \$4.5 M in 2005, the project as originally proposed is expected to be in the \$6.0 M range.

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

Local Roads over 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.

Route 294 Ava Landfill Access

Summary: The Ava Landfill site operated by the Solid Waste Authority is located on State Route 294 in the Town of Ava, outside of the Village of Boonville.

Issues: Funding and prioritization versus other needed investments. The construction of a railroad alternative should be considered from the Mohawk, Adirondack and Northern Railroad.

Cost: Presently estimated at a construction cost of \$5.6 to 7.1 M.

Schedule: Presently not programmed on the five year capital program, project development and design is underway as a “candidate “ project.

NYS Preparedness Center & Business Park

Summary: This site is located at the old Oneida County Business Park. This project would upgrade access to the Park along Route 840 and potentially improve New York State Thruway access from the Westmoreland Interchange via Cider Street and a possible realignment.

Issues: Funding and prioritization versus other needed investments.

Cost: Presently estimated at a construction cost of \$5.0 to \$10.0 M

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