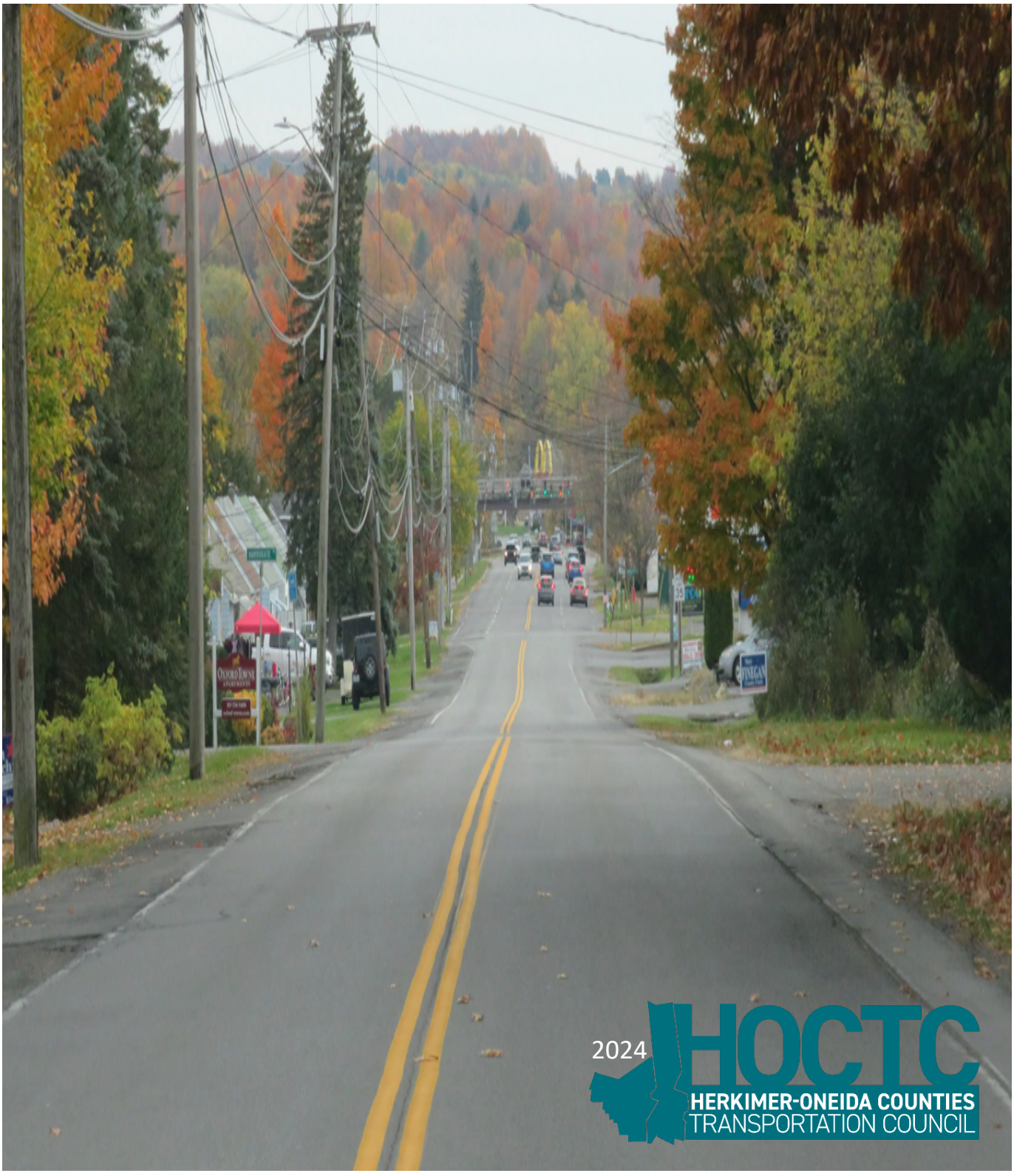
KELLOGG ROAD STUDY

Local Transportation Planning Assistance Program



PROJECT TEAM

The Herkimer-Oneida Counties Transportation Council (HOCTC) produced the Kellogg Road Study Report utilizing staff and partner agency resources. Portions of the LTPAP Kellogg Road Corridor Study were provided planning and technical support from the consultant team of Planning4Places, Weston & Sampson, Sam Schwartz Engineering, and CLA Site Design.

LOCAL GOVERNMENT PARTNERS

Local government partners were critical to the development of the Kellogg Road Study Report. Many had a critical role as members of the Project Steering Committee. The following list indicates both partners and Steering Committee members (**denotes also a member of the Project Steering Committee)*

- Oneida County, Department of Public Works
- Oneida County Legislator Mary Austin-Pratt*
- Oneida County Legislator Caroline Gable-Reale*
- Town of New Hartford Supervisor, Paul Miscione*
- Town of New Hartford Highway Superintendent, Richard Sherman*
- Town of New Hartford Planning Board Chair, Heather Mowat*
- New York State Department of Transportation, Region 2

The Project Steering Committee was established to provide input and facilitate the flow of information. In addition, the PSC assisted with the identification of problems, potential solutions, and education regarding the project.

ACKNOWLEDGMENTS

The Herkimer-Oneida Counties Transportation Council (HOCTC) is the Metropolitan Planning Organization (MPO) for the region, responsible for establishing regional transportation goals and objectives for the HOCTC Metropolitan Planning Area, which encompasses all of Herkimer and Oneida Counties. HOCTC shares responsibility with the NYS Department of Transportation to develop cooperative transportation plans and programs for the two-county area and provides a public forum for the identification of transportation needs. Funding is provided by both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) via federal transportation legislation.

The Local Transportation Planning Assistance Program (LTPAP) provides access to transportation planning and engineering expertise for local transportation projects. The LTPAP utilizes FHWA Metropolitan Planning funding allocated to HOCTC for FFY 2023-2024. Additional resources were made available to HOCTC through the Infrastructure Investment Act and Jobs Act (IIJA) as part of the funding set aside for Increasing Safe & Accessible Transportation Options through Metropolitan Planning. The study furthers the goals and objectives identified in the HOCTC Long Range Transportation Plan 2020-2040 'Going Places'.

The recommendations contained herein are derived from several Best Practices documents, including the National Association of City Transportation Officials Urban Street Design Guide, the Federal Highway Administration's Transportation to Health in Transportation Corridor Planning Framework, and the Urban Land Institute's Healthy Corridors project.

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The Kellogg Road Study

The Herkimer-Oneida Counties Transportation Council (HOCTC), the region's long-range transportation planning agency, led the Kellogg Road Corridor Study and worked closely with two local governments — Oneida County and the Town of New Hartford. The purpose of the study is to foster improved connectivity, safety, and efficient transportation through the consideration of roadway users of all ages and abilities, whether driving, cycling, walking, or taking transit. The study, which is an independent evaluation of transportation options on Kellogg Road, had three distinct phases.

Through the study process, HOCTC identified problems and opportunities with the existing road, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning Kellogg Road into a space that provides safe travel, connectivity, and accessibility for everyone. In each study phase, HOCTC shaped the work with guidance from local government partners, insight from the Steering Committee, extensive public participation, and industry best practices.

Objectives

- Address local concerns pertaining to traffic congestion
- Enhance safety for pedestrians and bicyclists
- Identify alternatives to improve traffic operations and vehicle safety
- Identify stormwater management improvements to be incorporated into roadway upgrades and improvements

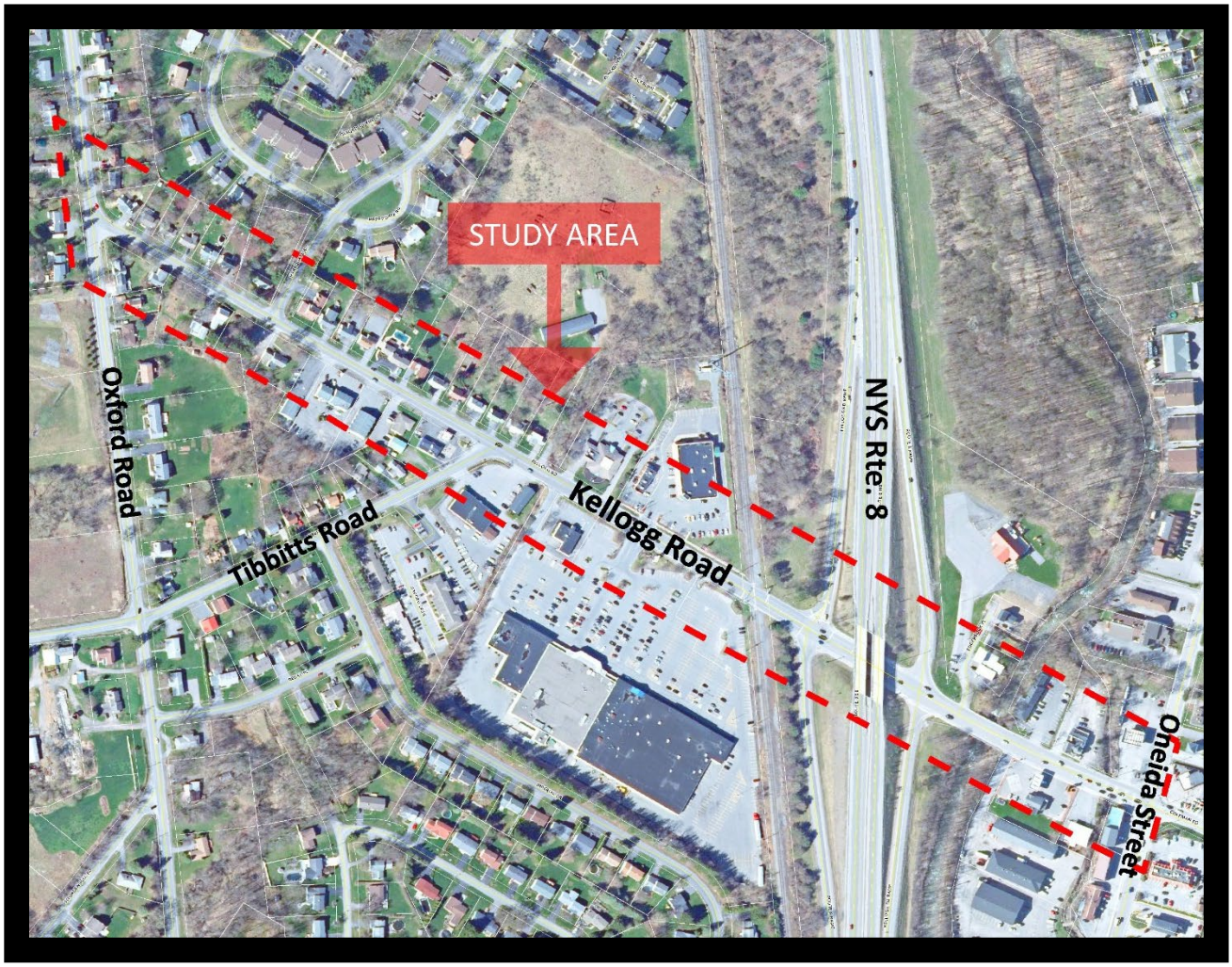
Study Area at a Glance

Kellogg Road (CR 26) is a 0.6-mile road lined with homes, small businesses, chain brands, and local commercial establishments. Between Oxford Road and Oneida Street, it connects residential development and the business, industrial, and commercial industries in the Town and Village of New Hartford, the Town of Whitestown, Westmoreland, and the City of Utica.

The area surrounding the road has evolved in the past 50 years, from rural and suburban residential with small neighborhood commercial businesses to an actively traveled connector corridor with a denser mix of commercial brand stores, flanked by residential uses. This evolution has reshaped virtually everything close to Kellogg Road, except the road itself, which has not changed to meet current needs.

Kellogg Road is surrounded by residential units, the Village center, and recreational destinations. Commuters, shoppers, residents, students, and outdoor enthusiasts all have reasons to travel in and through the area, in a variety of ways. Kellogg Road is the string that connects it all. With deteriorating infrastructure, a car-centric design, several safety concerns, and a growing desire for active transportation Kellogg Road is ripe for a makeover.

Project Study Area



Study Process

The Kellogg Road Study and resulting recommendations are the culmination of a 12-month planning process. Throughout 2022 and 2023, the study benefited from the involvement of hundreds of people, the technical assistance of more than a dozen professionals, and guidance from senior government and elected officials.

Phase 1: Existing Conditions

This portion of the study had a two-part approach. First, HOCTC collected data and analyzed Kellogg Road as it is today, identifying design, safety, and utility issues that should be addressed. Second, public survey #1 examined what people wanted in the study area and their concerns about the road. Phase 1 work took place between October 2022 and February 2023, concluding with public workshop #1 in February 2023 to share the results of the baseline analysis.

For the Kellogg Road study, the Federal Highway Administration's Health in Transportation Corridor Planning Framework was a key resource for addressing health issues throughout the study process. HOCTC determined that the application of the health profile would be beneficial to understanding the existing conditions and informing the concepts. The complete health profile is discussed in a later section.

Phase 2: Development of Elements, Components, and Draft Concepts

HOCTC led the development of preliminary design concepts after reviewing technical data and community responses from phase 1. No single solution could fully address all the corridor's critical needs, looking at the road holistically, key elements and components were identified. Safety took precedence, unifying the ideas for how Kellogg Road could become more complete for all users. The safety solutions grew out of specific concerns that came up during Phase 1 and were developed in a way that could be implemented with any concept.

Preliminary concepts and safety solutions were presented at public meeting #2. The public was presented with options to examine, ask questions, and give feedback. This was coupled with public survey #2, which provided an additional opportunity for the public to share preferences for specific types of design and safety elements under consideration. Nearly 300 people shared their thoughts through these outreach efforts. Phase 2 occurred from March through June 2023.

Phase 3: Refinement of Concepts

Using public feedback from earlier phases final concepts were drafted. HOCTC worked with consultants and local government partners to refine the ideas into one recommended concept, which includes components and several elements derived from the integrated public engagement feedback loop. These organic and evolutionary processes remained responsive and allowed for a community developed outcome for producing the recommended concepts.

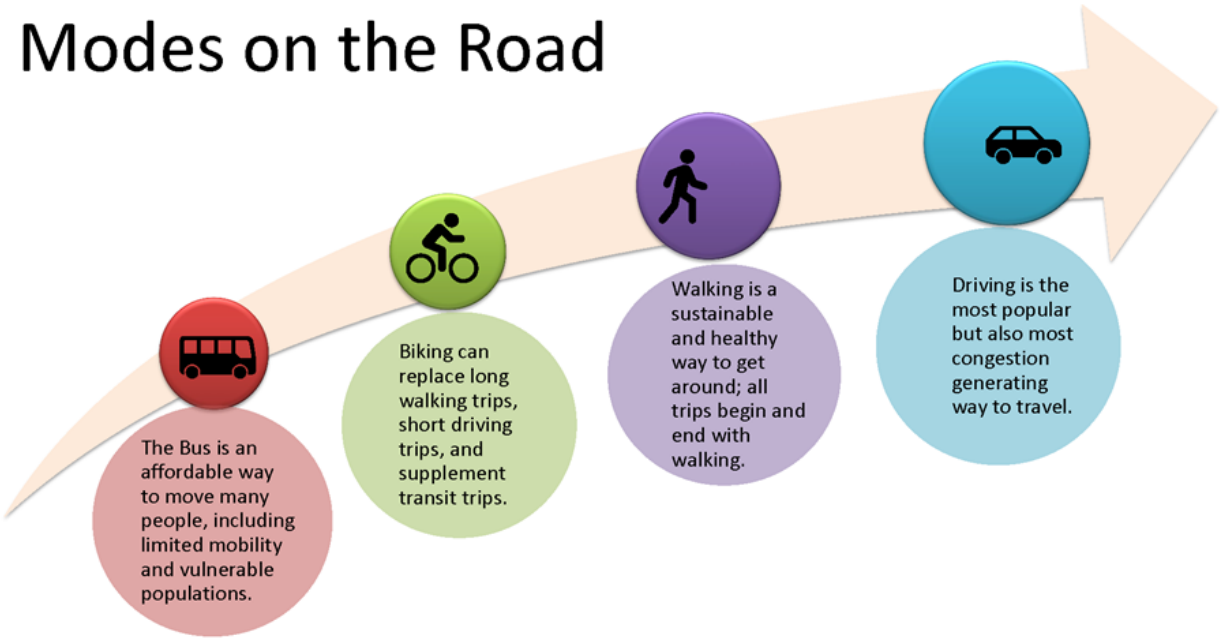
Phase 3 started in June 2023 and culminated with public meeting #3 in November. At this meeting, a visual rendering of the draft final concepts was presented. Each concept was explained, and a curated exercise asked people to 'fund' their priorities. Public survey #3 examined how the public was feeling regarding the process and the value placed on their comments. Phase 3 activities focused on verifying that the concepts developed were in line with the public sentiment.

Phase 4: Final Document

The Kellogg Road study includes a summary, visual renderings, and planning-level cost estimates of the recommended upgrades and enhancements. The finalized document is intended to be used by local municipal officials for grant funding applications to implement the projects identified.

Best Practices

A roadway should provide space with all users – people walking, biking, taking the bus, and driving. Modal best practices are outlined by the Federal Highway Administration.



A best practice supports vulnerable users while maintaining mobility for all roadway users.

Existing Conditions on Kellogg Road

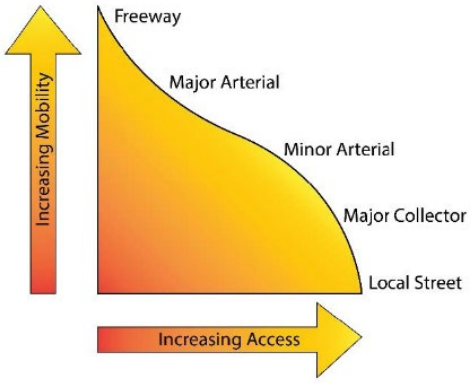
Kellogg Road Needs Attention

Kellogg Road was reported by the community to be a 'corridor of concern'. Originally this stemmed from the concerns regarding the traffic signal, congestion, and conflicts at the intersection at the Hannaford Plaza and Dunkin Donuts.

Functional Classification

Individual roads do not serve to travel independently but as part of a network through which traffic moves. Functional classification is the process by which roads, streets, and highways are grouped into classes according to the character of service they provide. As such, roadways must balance competing functions such as access (the ability to reach a destination) and mobility (the ability to flow through an area). Functional classification is defined by the Federal Highway Administration (FHWA) based on the extent to which they balance these needs, as depicted in the chart below.

FHWA Functional Classification of a Roadway
(Kellogg Road is a major collector (urban))



The urban major collector road is a Functional Classification 5U – Major Collector (Urban) (FC 5U). These roads provide both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. The collector road collects traffic from local streets in residential neighborhoods and channels it into the arterial system. FC 5U roads are Federal Aid eligible for project funding administered by the Federal Highway Administration.

At first glance, Kellogg Road is a typical FC 5U road that is primarily used by people traveling from their homes to work, school, or to access establishments for basic daily needs. To better understand the existing conditions, an assessment of the road was completed by elevating individual elements. A summary is provided herein, with supporting information available in Appendix A.

Roadway Ownership

Kellogg Road, within the legal boundaries of the road, known as the right-of-way, is owned, and maintained by Oneida County. Drainage structures are owned both by the Town and Oneida County, depending on the location.

Signal Ownership

There are 4 signals located on Kellogg Road. Three are on the west side of NYS Route 8 and one is on the east side. The signals at the NYS Route 8 off-ramp and railroad crossing are owned by the NYS

Department of Transportation. The signals located at the Walgreens/Hannaford driveway and the Oneida Street intersection are owned by the Town.

Traffic Data

The current operations are consistent with major collector roads aligning with the importance of this road to the network of roads to the overall system. At about 40 feet wide, it has four lanes for vehicles in the commercial area, and at about 20 feet wide, it has two lanes for vehicles in the residential and mixed-use corridors. The number and sizing of lanes are consistent with this classification of roadway and generally meet the needs of the traffic served. Detailed traffic data is available in Appendix A.

Traffic Volumes

Kellogg Road accommodates an Average Annual Daily Traffic (AADT) of 13,000 vehicles between Oneida Street and Tibbitts Road. The section from Tibbitts Road to Oxford Road is markedly less volume with an AADT of 5,000. For the entire roadway, the peak hour volumes occur from 6:30 – 7:30 am and 3:30 – 4:30 pm. While the roadway can carry a larger volume of traffic, the patterns of flow are directly impacted by the numerous driveways and un-synchronized traffic signals located on the roadway and lead to increased conflict and congestion during peak hour periods.

Traffic Speed

Speed within the Kellogg Road corridor is generally at or near the posted speed of 30 mph. The average speed is 31 mph from Oxford Road to Tibbitts Road and from Tibbitts Road to Oneida Street, travel speed slows to 22 mph. The greatest variation in speed is observed with traffic traveling between Tibbitts Road and Oxford Road. Just beyond the project limits, traffic data indicates higher speeds at 44 mph in a posted 35 mph zone, on Oxford Road between the Kellogg and Tibbitts Road intersection.

Pavement Condition

Kellogg Road is not in good physical condition. As of 2022, the middle section of Kellogg Road from Tibbitts Road to NYS Route 8 was rated in fair condition with a score of 6 out of 10. From Tibbitts Road to Oxford Road and NYS Route 8 to Oneida Street, the road was rated in good condition with a 7.5 out of 10 score. Asphalt is cracked and worn, with faded markings and limited safety features. There are few crosswalks for pedestrians and bicyclists, particularly in the street's busy commercial section. Most of the available crossings fail to provide appropriate ramps for those with mobility limitations, according to the Americans with Disabilities Act (ADA).

Bicycle Conditions

There is no dedicated bicycle infrastructure on the roadway and no signage to indicate bicyclists may be present in the roadway. Several bicyclists were observed during field visits. The shoulders vary from 0-6' in width which provides limited space for accommodating bicyclists beyond the roadway.

Pedestrian Conditions

Several sidewalk sections are observed along Kellogg Road, none of which form a connected network that is accessible for pedestrians. Sidewalks are broken and uneven, usually no wider than four feet, and stop suddenly in several places.

Accident Review

Transit

The Central New York Transit Authority (CNYRTA) operates transit service in Oneida County under the name Centro. Centro Route 224 serves Kellogg Road and Centro Route 131 for the Oneida St/Chadwicks corridor is tangential to the Kellogg Road route.

Rail

There is a freight rail line that runs 1-2 times a day that bisects the commercial area. This unique feature adds additional safety and congestion issues, as it is controlled by a signal.

Water and Stormwater

The Kellogg Road corridor lies within the Sauquoit Creek watershed, which includes the Palmer's Creek tributary. Elevation changes across Kellogg Road create a low point at Sauquoit Creek. The closed storm sewer system is aging and responsible for carrying stormwater and runoff to nearby watercourses. The culverts (two) and bridge (one) convey open stream flow under the roadway. These structures are a mix of undersized, limited capacity, or lack defined outflows, all of which result in drainage and flooding issues throughout the corridor.

Land Use

When evaluating Kellogg Road, three general uses exist:

- Residential – spanning the area from Oxford Road to Harrogate Road, consisting of residential uses, with a 2-lane roadway
- Mixed-use – Harrogate Road to Tibbitts Road, residential uses mix with professional offices and small commercial uses, the roadway transitions from 2 to 4 lanes
- Commercial – Tibbitts Road to Oneida Street, mid-size commercial uses mix with professional offices and restaurants, with a 4-lane roadway. This area contains large-scale, chain, and local commercial uses. This includes Dunkin Donuts, Walgreens, McDonald's, Dollar Tree, First Source Credit Union, KeyBank, several local convenience stores and gas stations, and a shopping center that includes Hannaford and Rite Aid.

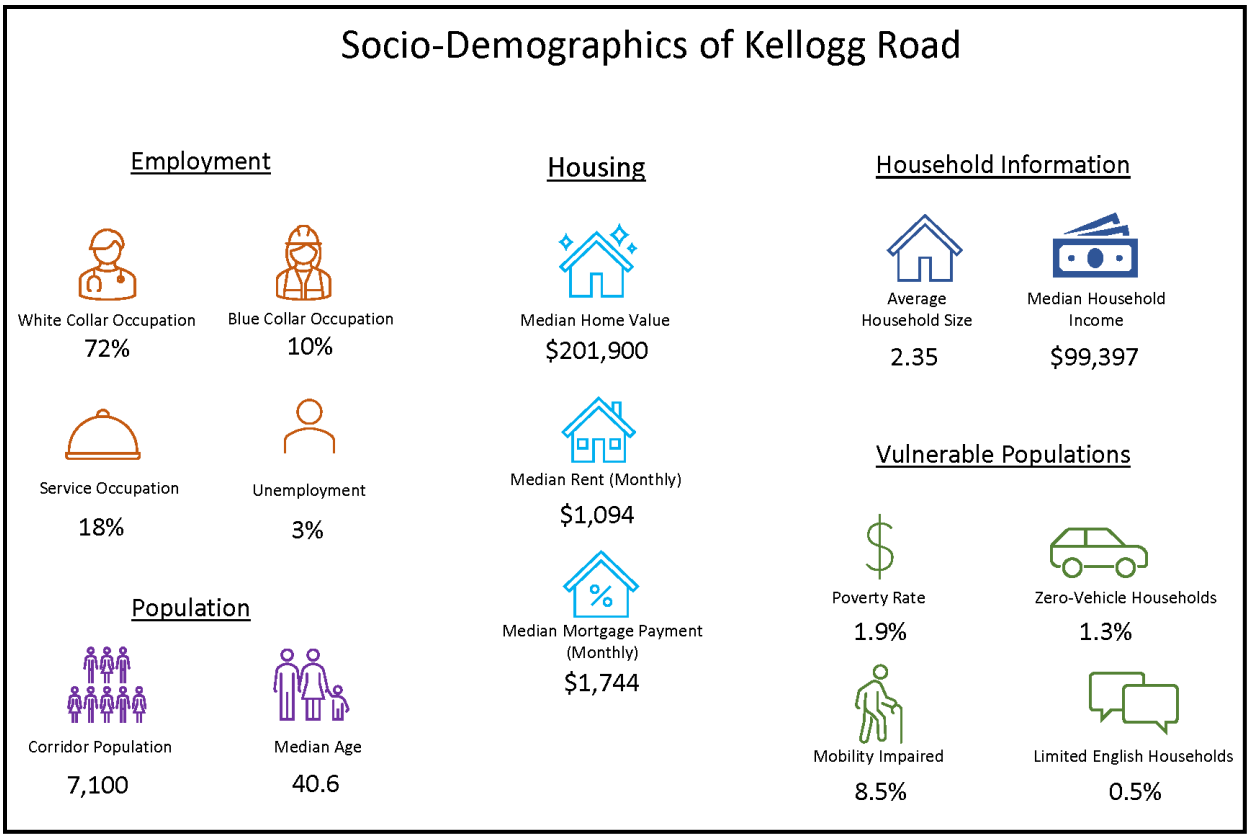
As most of the available or viable land has been developed, the corridor can be said to be built out. The land utilization and redevelopment of the land is directed by the local zoning and building code.

Landscaping

The landscape along the road, for the most part, is unattractive and fails to provide shade or buffers from traffic for pedestrians or cyclists. The overall disjointed appearance does not encourage people to stay in the corridor but rather travel through it quickly which can lead to higher speeds and distracted driving.

Socio-demographics

Using the U.S. Census 2020 and American Community Survey, socio-demographics were analyzed to better understand the Kellogg Road neighborhood. Analysis provides a snapshot of the corridor, and residences, providing data points about the community that are relevant when conducting community outreach, selecting preferred alternatives, and identifying fund sources.



Commercial and Small-Businesses

The Kellogg Road corridor has a strong collection of businesses that support the local neighborhood and the Village and Town of New Hartford, the Town of Paris, and the hamlets of Washington Mills, and Chadwicks. As part of this study, all businesses were contacted directly and asked to participate in a phone survey regarding their concerns and desires for Kellogg Road. Of the 39 businesses contacted, 6 participated, 5 refused to participate, and the remainder never responded to email and phone call follow-ups to the initial survey request.

Prior Studies Relevant to Kellogg Road

The Kellogg Road corridor has been highlighted and discussed through prior planning and engineering studies undertaken by the Town of New Hartford. A summary of each and its relevance to Kellogg Road is provided.

2014 Tow of New Hartford Comprehensive Plan

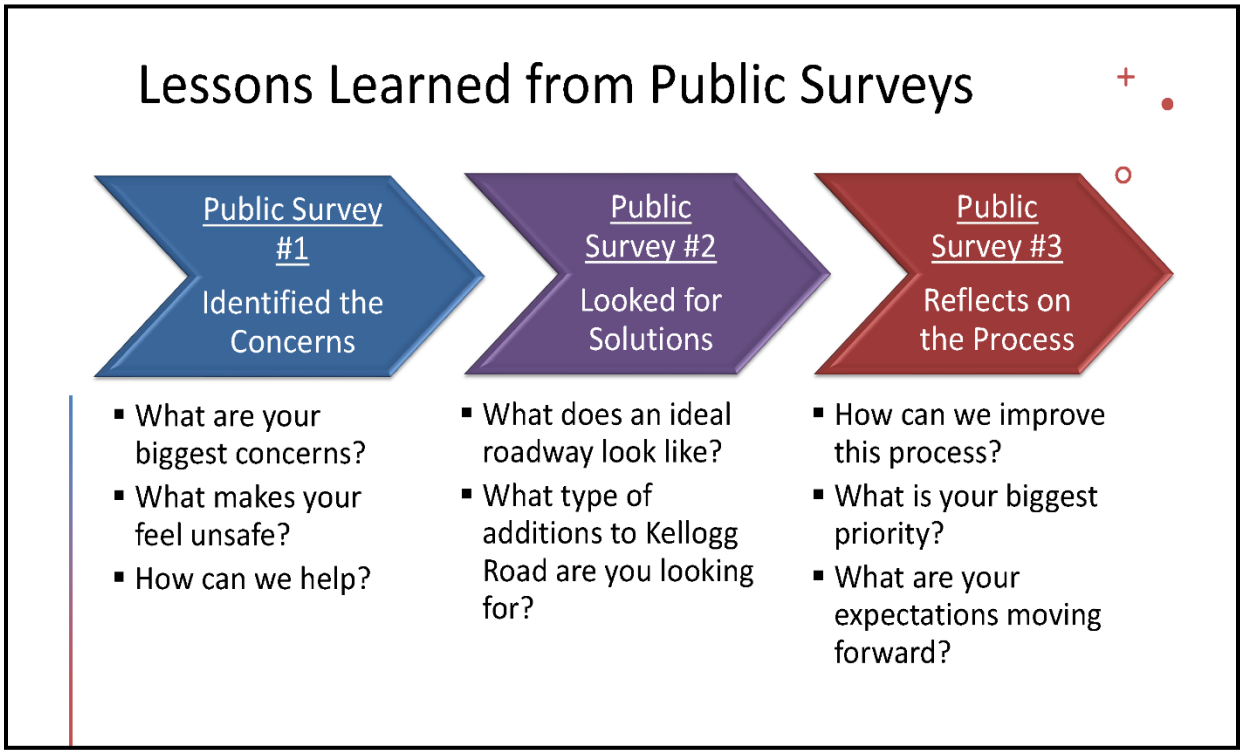
The Town of New Hartford Comprehensive Plan supports promoting a variety of transportation options including the installation of sidewalks to ensure pedestrian access and traffic calming techniques. The Plan discusses the development of "…a safe and convenient network of pedestrian and bicycle paths and greenways linking public transportation, employment centers, parks, recreation" in Appendix F: Sustainability (Appendix to the Comprehensive Plan - Adopted 9.26.18)

Kellogg Road Drainage Summary

A review of existing hydrographic reports and studies indicates that the current system is an aging, closed storm sewer system on Kellogg Road that collects road drainage and runoff from adjacent properties and conveys it to nearby natural water courses. The Town, Oneida County, and the Sauquoit Creek Basin Intermunicipal Commission have all contributed to the efforts of identifying sources, causes, and mitigations for the variety of water-based issues.

Public Engagement

While this study engaged in a data-oriented approach to identifying existing conditions and traffic operating conditions on Kellogg Road, it is important to provide the public with a meaningful way to contribute their knowledge of issues and ideas for potential solutions. Public involvement was conducted throughout the entire planning process and provided means to ensure the project was public-orientated. In total over 600 people responded to surveys while over 100 people participated in the community meetings. Survey demographics indicated that the 65+ and 45 – 54 age cohorts were the most engaged.



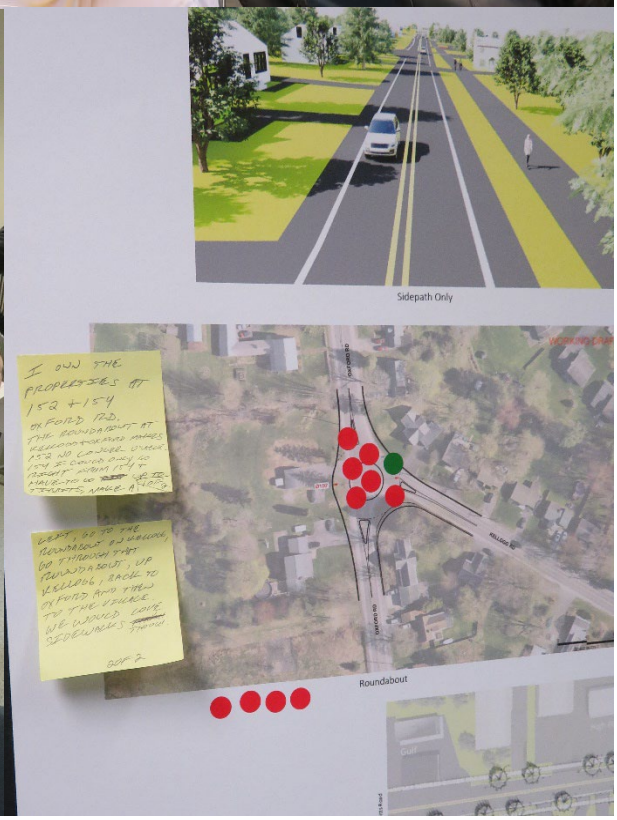
Public engagement included outreach to the businesses located on Kellogg Road. A survey was developed to gather information regarding their needs, concerns, and vision. Communication was via phone and email to the 39 identified businesses, with a response rate of about 15%, the information gathered was not conclusive. The list of businesses and survey instrument is provided in Appendix C.

Public Meeting # 1 – Identify the Concerns

The meeting was held in an open house format with stations on land use/active transportation/ green infrastructure, neighborhood visioning, placemaking, and traffic and safety. In a short presentation the purpose of the project, study process, public engagement process, and schedule were explained to attendees. They were then asked to provide comments on poster boards regarding issues, concerns, wants, needs, visions, and anything critical for the project team to know about the area.

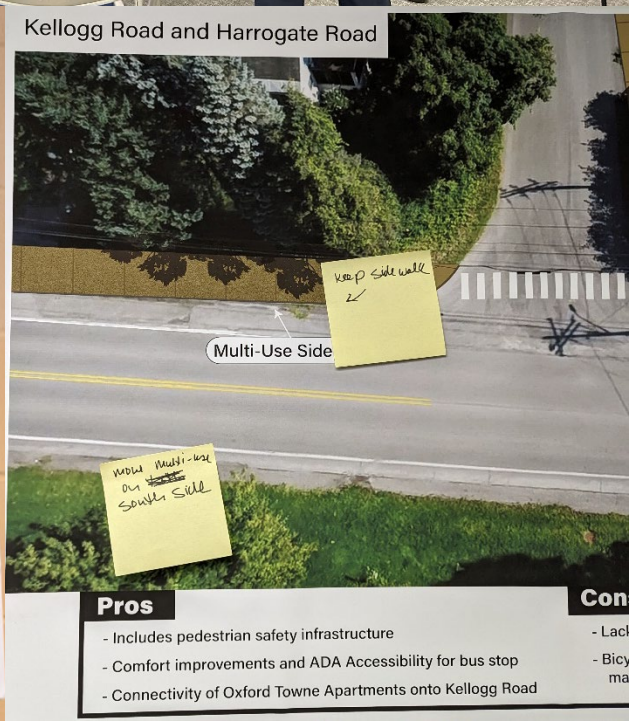
Public Meeting #2 – Options for Consideration

The existing conditions analysis and findings were summarized and potential draft transportation concepts for the corridor were presented. Details regarding corridor safety covering crash data, access management opportunities, and potential intersection improvement concepts were also presented. The use of green infrastructure and stormwater management (utilizing information provided by the Town's Engineering Consultant) were discussed as stormwater is an integral part of the corridor assessment.

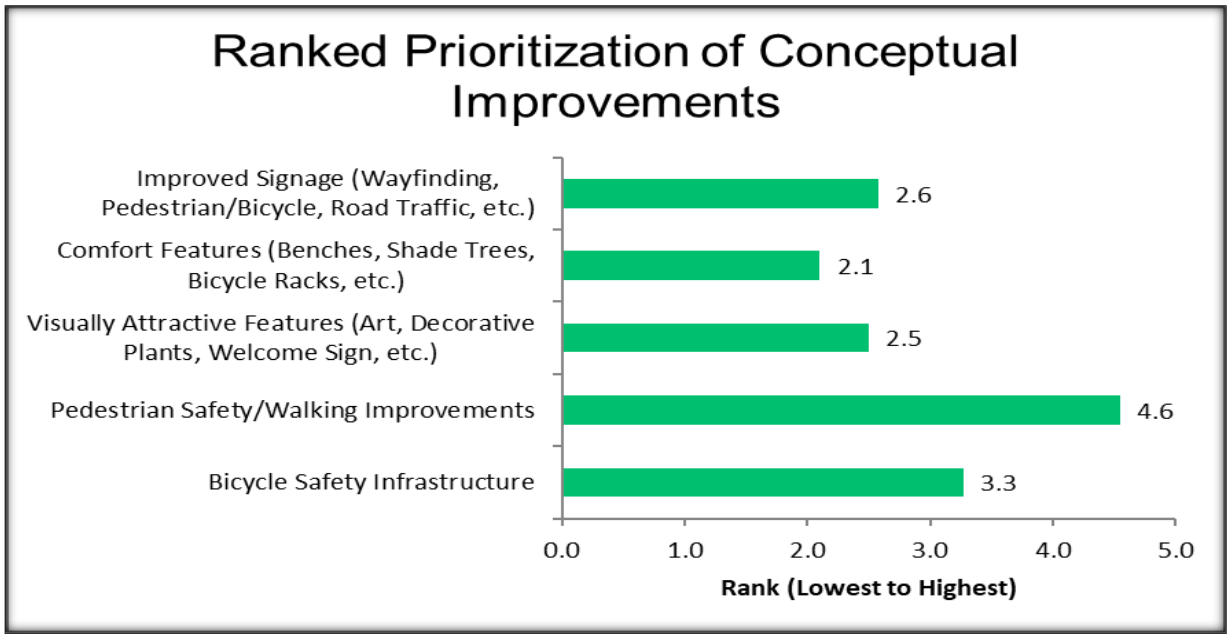


Public Meeting #3 – Refining Outcomes

This meeting summarized the actions that had already been taken by HOCTC, which included a discussion on public engagement efforts, an analysis of existing roadway conditions and operations, and a community health profile. Attendees reviewed display boards depicting the conceptual design of different sections throughout Kellogg Road and provided feedback through comments and activities to highlight their preferred concepts.

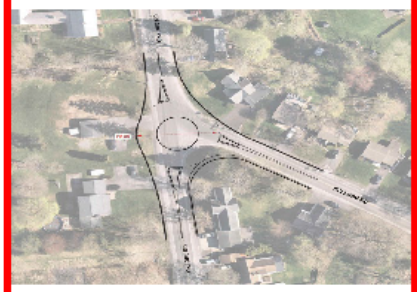
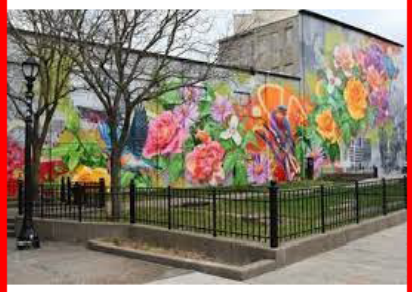


Impact on Recommendations



The input provided by the community determining the strengths, weaknesses, threats, and opportunities in the corridor resulted in a direct impact on the selected recommendations for Kellogg Road. Included is a sample summarizing how the survey data helped to inform the designers and conversely let the community see how they were included in the process. The full summary of each survey is provided in Appendix C.

Least Preferred Treatments

Roundabouts	Murals/Art Displays	Sharrows
		
Results from Public Meeting #2: 9% of participants approved/preferred	Results from Public Survey #2: 15 % of participants approved/preferred	Results from Public Survey #2: 10% of participants approved/preferred

Most Preferred Treatments

High Visibility Crosswalks	Pedestrian Lighting	Sidewalks & Sidepaths
		
Results from Public Survey #2: 81% of participants approved/preferred	Results from Public Survey #2: 70% of participants approved/preferred	Results from Public Meeting #2: 86% of participants approved/preferred

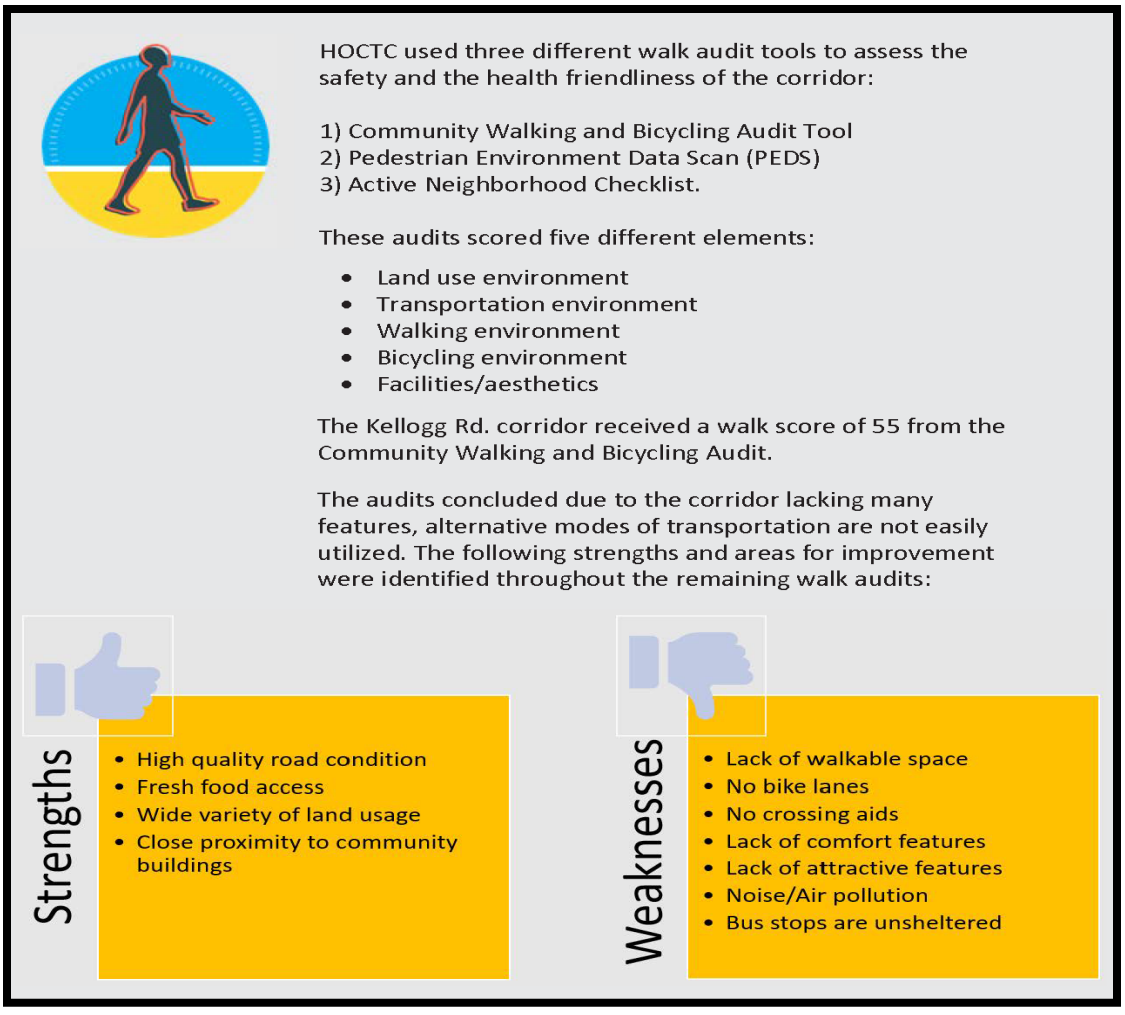
Health Profile

Everyone benefits from using roadways, streets, sidewalks, trails, and public transportation for everyday needs. People use these facilities to get to and from work, school, recreational activities, and to access necessities, such as health services and grocery stores. Transportation systems can also have harmful effects. These range from decreased air quality to a lack of safe places to walk, bike, and engage in physical activity without unnecessary risk.

The health profile highlights the connection between transportation and public health while helping inform transportation decision-making.

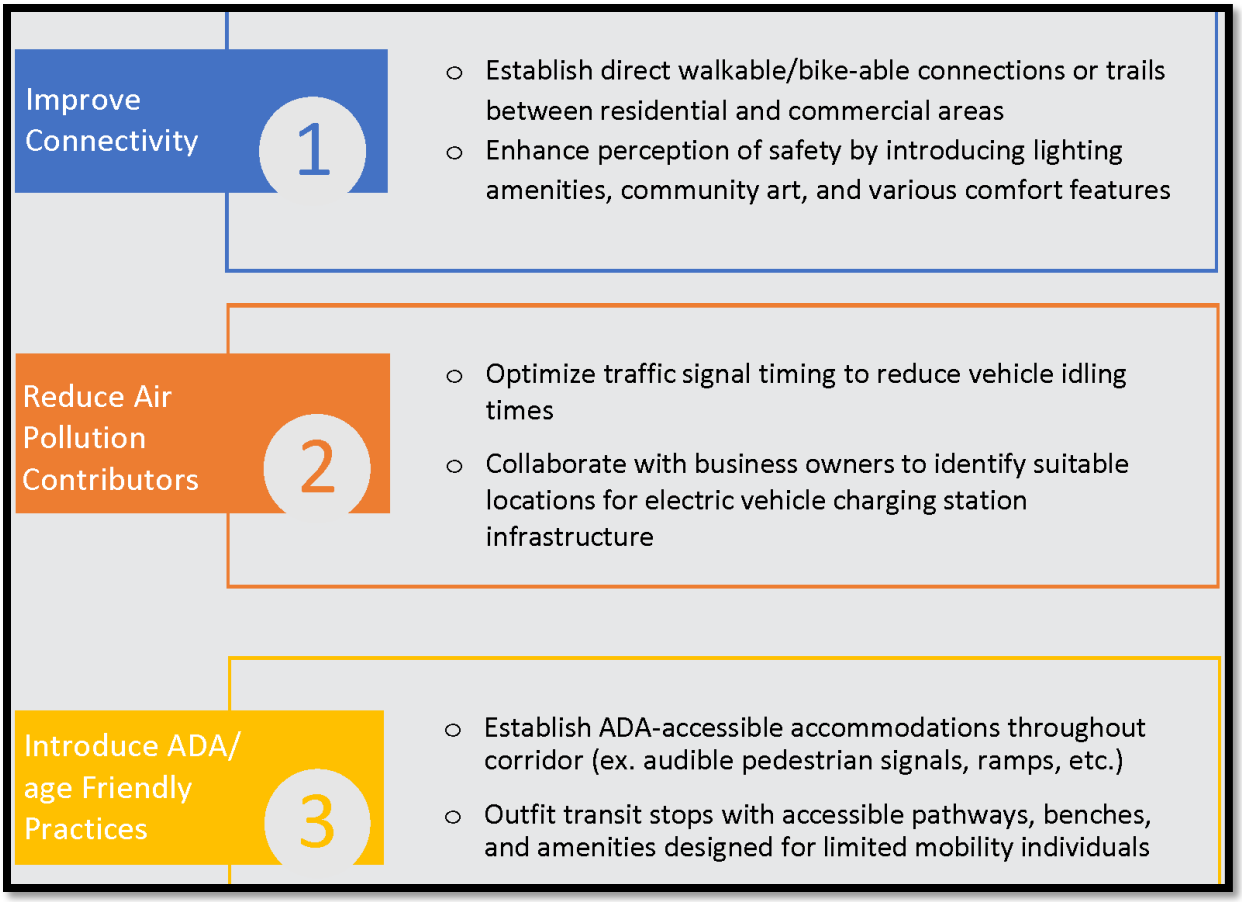
Three separate assessment tools from three nationally recognized agencies were used. The findings provided the opportunity to objectively evaluate Kellogg Road's existing condition and inform on ways the overall health and well-being of the neighborhood could be improved through transportation and community investments. The profile enables a comparison of the local area with state and national key health and transportation indicators enabling local municipalities to have access to additional state and federal streetscape improvement funding from non-traditional sources.

Existing Conditions Health Profile



Healthy Corridor Recommendations

Listed below are three recommendations that support improving the health and wellness of the Kellogg corridor. Implementing these recommended improvements will promote healthy behaviors and enhance the area's health status.

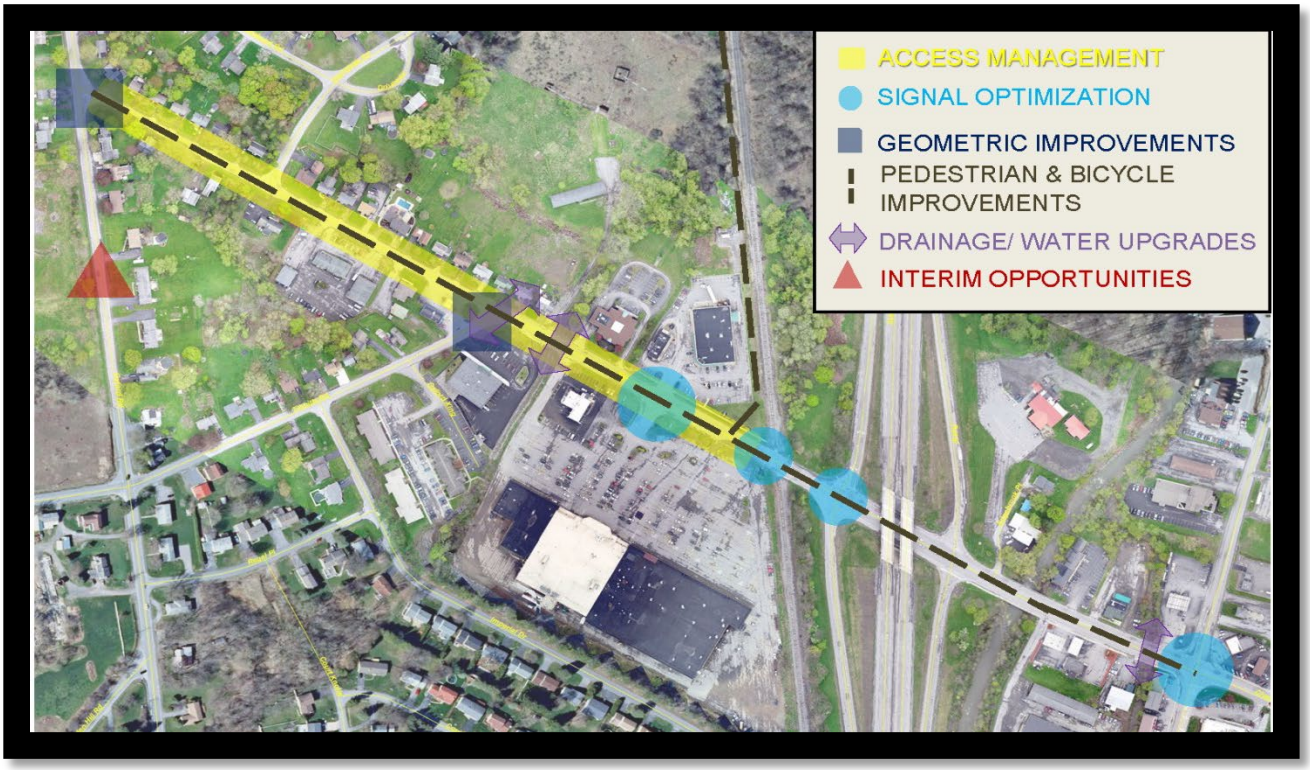


Recommended Design for Kellogg Road

The Kellogg Road corridor is integral to the community it serves, providing not only access to the state highway network but also connecting people to necessary daily needs and the community. Utilizing 1,000 comments relative to the wants, needs, preferences, and priorities of the community recommended designs were created. The recommended design for Kellogg Road is presented by key features and roadway segments, supplemented with visual depictions of the future roadway.

The New Kellogg Road – Focus Elements

The recommended design makes Kellogg Road safer. The goal is to create a corridor that is pleasant for everyone, accessible, and promotes safety. The focus elements address existing issues and look ahead with the common theme of making Kellogg Road an accessible roadway.



Future Trail Connections

Building out the roadway to accommodate more than vehicles provides the opportunity to connect people to their community. As part of the public engagement process, a significant community sentiment was to develop trails and multi-use paths. It is recommended that they be added in the following areas:

- Sidewalks or multi-use paths to be added on Oxford Road to Village of New Hartford sidewalks from the Kellogg Road and Oxford Road intersection.
- Trail from sidewalks near Walgreens and railroad tracks, to connect to the rear of the New Hartford Public Library.

Focus Elements

Access Management

Due to the change in use over the years, Kellogg Road has a mix of uses. The result is many driveways in a short distance and increased conflict points which creates unsafe travel. It is recommended that commercial spaces utilizing the same parking area have a shared driveway and there is no more than one entrance and exit to the business. Additional efforts can be taken by adding curb lines, striping, or planting to demarcate the driveway access to the legally allowed size. This has the benefit of visually organizing the corridor and adding or reclaiming landscape areas.

Signal Optimization

The four signals on Kellogg Road will be transitioned to operation control by NYSDOT. This will allow for signal coordination and timing optimization to accommodate traffic congestion in the morning and evening peak hours. The active rail line signal will still impact traffic movements, as it operates on an as-needed basis. Real-time management of the corridor by the NYSDOT Traffic Management Center will minimize traffic flow impact.

Geometric Improvements

Geometric improvements change the physical layout of the roadway. They may include simple restriping or as complicated as straightening a curve in the roadway. Kellogg Road was originally a local collector road and now functions more as a minor arterial. The skewed alignments at the Oxford Road and Tibbitts Road intersections need to be adjusted to create intersections with proper visual sight lines and reduce pavement area, driver confusion, and speed of travel. Altering the roadway is typically done to accommodate all roadway users, reduce collisions, improve safety, and adjust the roadway to better fit its actual use.

Roundabouts

Roundabouts are a design utilized by traffic engineers to benefit both the safety and operations of the roadway and are typically utilized on low-speed roadways with skewed alignments. The inclusion of a roundabout was considered at the Oxford Road intersection. Although it geometrically fits, the public engagement showed that it was not in agreement with the community's vision for the corridor.

Pedestrian & Bicyclist Improvements

Pedestrians and cyclists will share an 8-10 ft. path, located along the north side of Kellogg Road from Oxford Road to Harrogate Road. This will combine a mid-block crossing with an RRFB to transition to a sidewalk on the south side and the bicycle lane continues on the north side, creating a connection to Village sidewalks and New Hartford Public Library.

Landscaping and Street Trees

Landscaping with street trees will enhance the corridor’s visual appeal and provide shade for pedestrians and bicyclists. The National Association of City Transportation Officials (NACTO) Urban Street Design Guide says trees “can reduce speeding and crashes, improving safety for all street users” because they visually narrow the street and provide a well-defined roadside edge. A secondary benefit is that landscaping visually narrows the roadway and re-orientates the focus of motorists to driving, potentially reducing travel speeds.

Rapid Reflective Flashing Beacons (RRFBs)

At unsignalized and mid-block crossings, RRFBs are user-activated flashing lights used to warn motorists of pedestrian and bicyclist movement across the roadway. The unique flashing pattern of the RRFBs has been shown to induce vehicle yielding at a higher rate than the traditional constant on warning lights. The RRFB promotes slow speeds and encourages drivers to yield to people crossing the road. The curb lines at the intersections and crossing points will be designed to extend and narrow the travel lane. This in turn reduces the crossing distance and visually changes the road landscape for the driver.

Drainage/Water Infrastructure

Improving the roadway operations includes evaluating the underground infrastructure and its impacts. The upgrade of the culvert located between the Dollar Tree site and the Hannaford Plaza, combined with a defined drainage way will mitigate existing stormwater concerns. This provides an opportunity to increase the surface area of the roadway overtop and gain critical space to place bicycle and pedestrian accommodations. The upgrade of the culvert located near the Oneida Street intersection that conveys Palmer's Creek to a bridge, will reduce flooding impacts and support improvements downstream in the Sauquoit Creek Basin. This will create additional roadway surface area as the drainage infrastructure will be right-sized for the volume of water.

Interim Opportunities

These are short-term options to address specific issues that arose from public engagement. This can include the following:

- the utilization of speed trailers to warn drivers of their speed of travel, working with local law enforcement
- the striping of non-primary features (shoulder lines, stop bars on side streets)

Transforming Kellogg Road - Recommendations

The existing conditions of Kellogg Road dictate that recommendations for improvements are to be considered retrofits that seek to improve the multimodal options through urban corridors. A holistic approach is required to fully evaluate the design options and identify the best options to carry forward. Multimodal corridors are for everyone as they improve both transportation access and safety by emphasizing the user, not the vehicle. They provide additional travel opportunities and options while supporting community and environmental sustainability.

The study recommendations as shown in the map below are conceptual and may vary significantly from the final design. The recommended design for Kellogg Road combines a series of features to address a key safety problem identified during the study process.

The recommended design requires tradeoffs – between space for pedestrians, cyclists, transit users, and drivers – and the design balances these tradeoffs based on technical conditions and community preferences.

Recommendations by Section

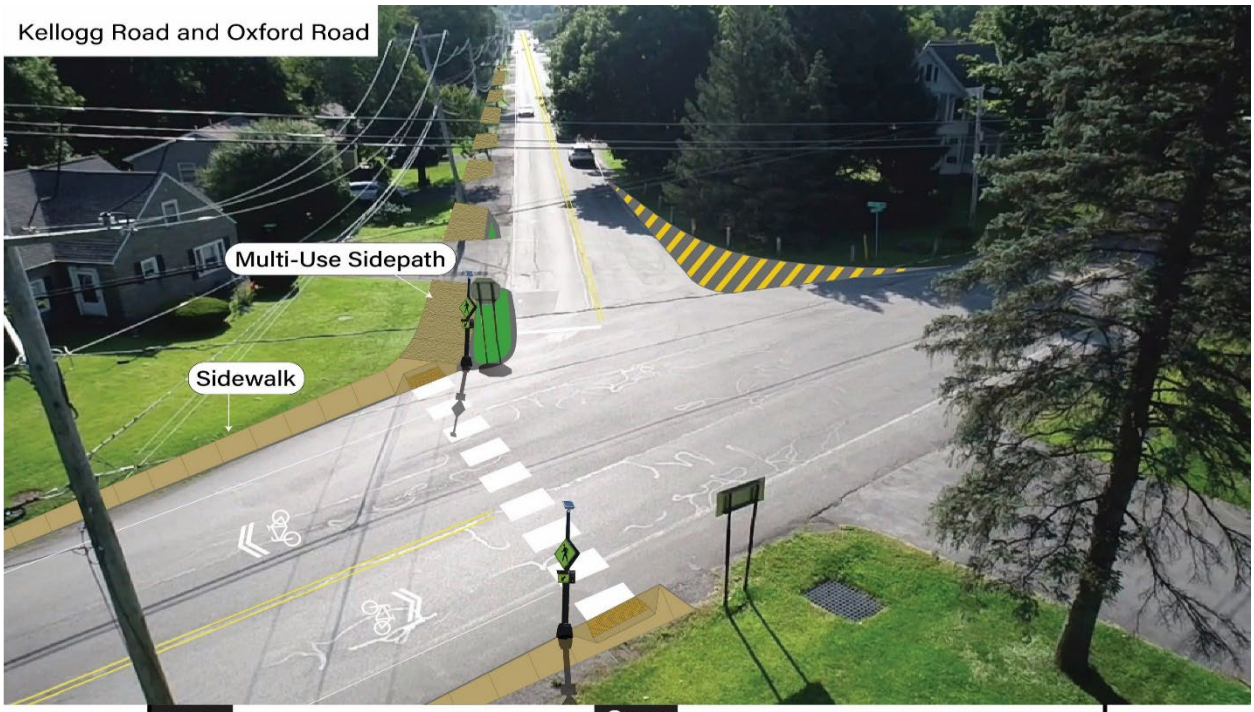
These recommendations are conceptual and will require final design and engineering to ensure that all applicable building, construction, roadway, and standards are met. The following provides additional detail through graphic visualizations of the corridor with improvements overlaid.

Kellogg Road and Oxford Road Intersection

Kellogg Road begins at the intersection with Oxford Road. The road remains a similar style up to the Harrogate Road intersection, with residential units and a lower travel speed, and has a single travel lane in each direction with varying right-of-way constraints.

Geometric improvements are recommended at the intersection of Kellogg Road and Oxford Road. The improvements would include aligning Kellogg Road to intersect Oxford Rd. at nearly 90 degrees creating a 'T' intersection. This alignment would include a striped stop bar, indicating proper stopping distance, and curb extensions to support the alignment shift, resulting in better sight lines to traffic turning onto Oxford Road. On the opposite side of Kellogg Road, hatch striping would be used to delineate the edge of the travel pavement, visually narrow the road and intersection, and potentially reduce vehicle speeds for turning movements. To complete the intersection a crosswalk with an RRFB would be installed across Oxford Road, with an extension of sidewalk towards the Village. A sidepath or combination sidewalk and marked bicycle lane are recommended to be extended on Oxford Road into the Village of New Hartford.

Leaving this intersection and traveling east along Kellogg Road a combined pedestrian and bicycle sidepath of 8' is recommended on the north side of Kellogg Road to the intersection with Harrogate Road. The south side of Kellogg Road, in this area, has minimal to nearly no right-of-way space to accommodate the recommended 8' sidepath.



Harrogate Road to Tibbitts Road

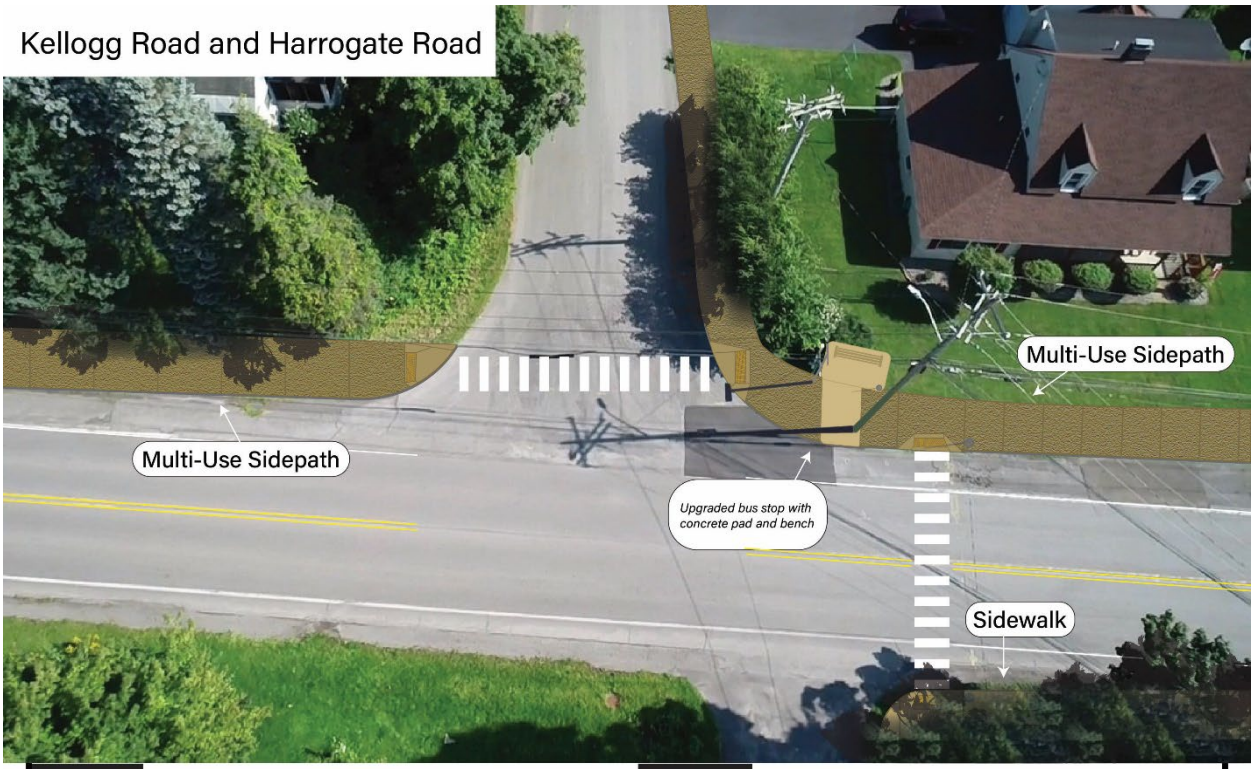
This area is where the marked transition occurs from residential to commercial corridor. Access management will play a large role in continuing to define the roadway (vehicle space) and bicycle/pedestrian space.

Recommendations:

- Upgrade the transit stop by adding a concrete pad, bench, new signage, and shelter; this will support mobility and accessibility
- Extension of the sidepath on the east side of Harrogate Road into the residential community; supports safety for pedestrians and bicyclists
- Installation of a mid-block crossing on Kellogg Road for pedestrians; supports safety and can be a speed management tool
- Continue sidewalk and bicycle lane on the north side of Kellogg Road; separate facilities accommodate a reduced right of way

Kellogg Road and Harrogate Road - Existing

Kellogg Road and Harrogate Road



Pros

- Includes pedestrian safety infrastructure
- Comfort improvements and ADA Accessibility for bus stop
- Connectivity of Oxford Towne Apartments onto Kellogg Road

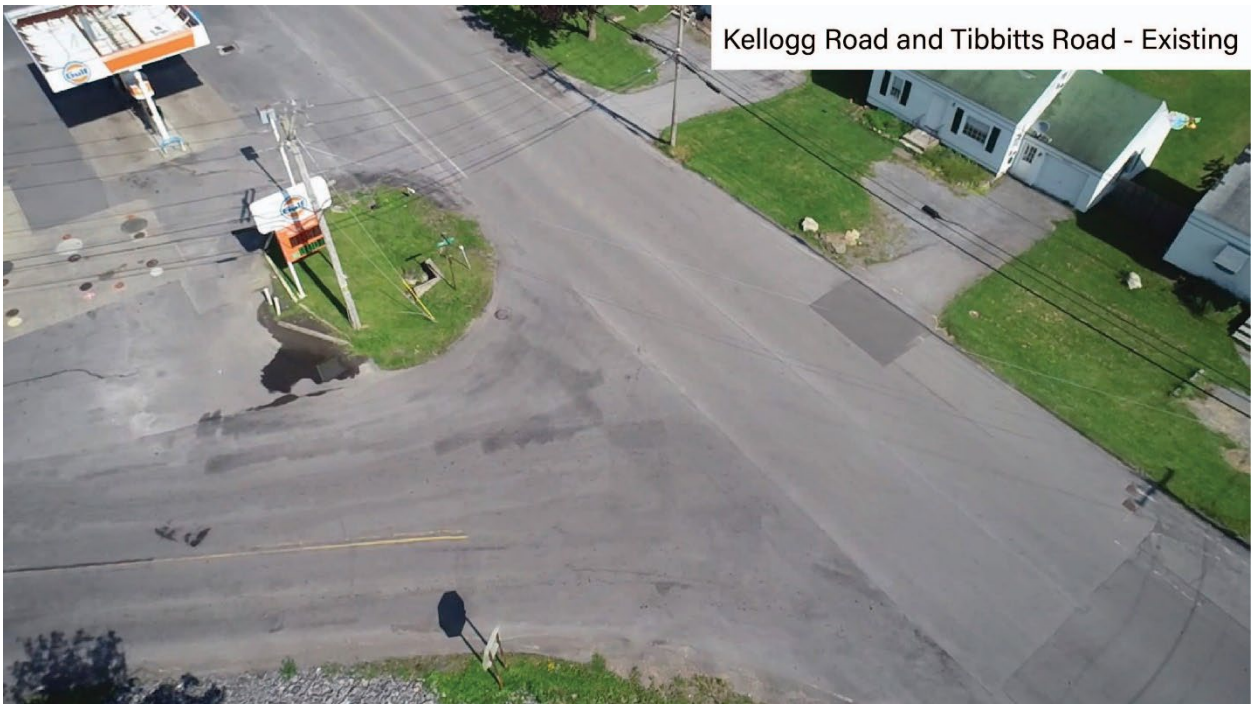
Cons

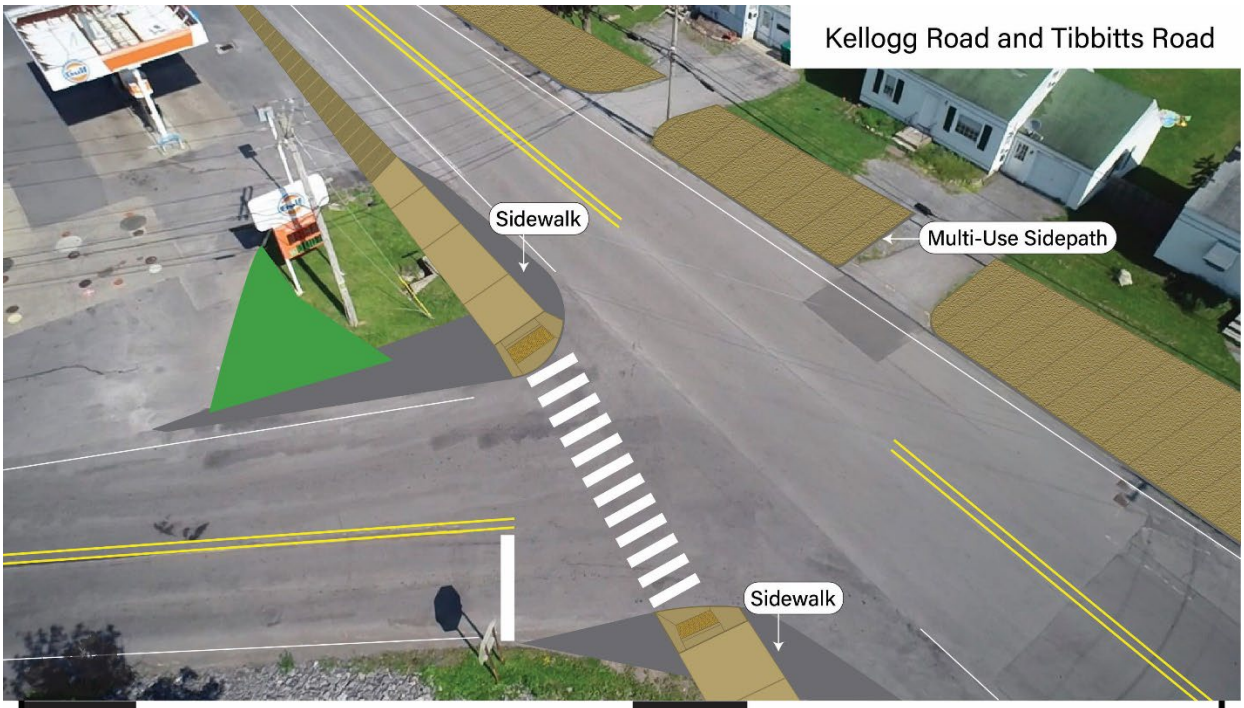
- Lacks attractive features
- Bicycles are accommodated in-road and on multi-use path; may create confusion.

Tibbitts Road and Oxford Road

This area sees a defined transition to commercial uses with few residential uses. Access management is critical here due to numerous intersections in a space of less than 1/8 of a mile. Speeds in this area are within the posted 30 mph limit, traffic volumes can be increased during the peak hours. The uncontrolled left turn movement to Tibbitts Road causes some safety issues, but no significant crash trends were identified in reviewing crash data provided by NYSDOT. Recommendations for this intersection seek to balance safety, users, and operations:

- Geometric improvement of the Tibbitts Road alignment with Kellogg Road; achieved through curb extensions and restriping
- Curb extensions to define the driveway openings for commercial properties
- Installation of a sidepath on the south side of Kellogg Road with a marked crossing at Tibbitts Road
- Installation of a sidewalk on the north side of Kellogg Road





Kellogg Road at the Hannaford Plaza

This intersection is located at the heart of Kellogg Road. It is a signalized 4-way intersection, with two legs being driveways to several heavily frequented businesses. During the AM and PM peak hours, some congestion is present. A review of the crash data did not reveal any trends in safety issues or accident types at this intersection. A sidewalk and sidepath are shown on both sides of the road to illustrate the potential to accommodate bicyclists and pedestrians. A survey of the right-of-way will be required to verify the legal roadway limits, this will be completed at the time of design and engineering and may alter the final design from what is shown. To address congestion and operations the following are recommended:

- Signal timing coordination and optimization for AM and PM peak-hour traffic
- Addition of striped left turn-only lanes on both Kellogg Road legs of the intersection
- Addition of striped right turn-only lanes on the driveway legs of the intersection (Hannaford and Walgreens)
- Multi-use sidepath on the south side of Kellogg Road and sidewalk on the north side
- Crosswalks on all legs of the intersection with pedestrian countdown signals and stop bars for vehicles

Pros

- Designated left and right turn lanes
- Signal timing adjustments for peak hour congestion
- Improves pedestrian and bike access to businesses

Cons

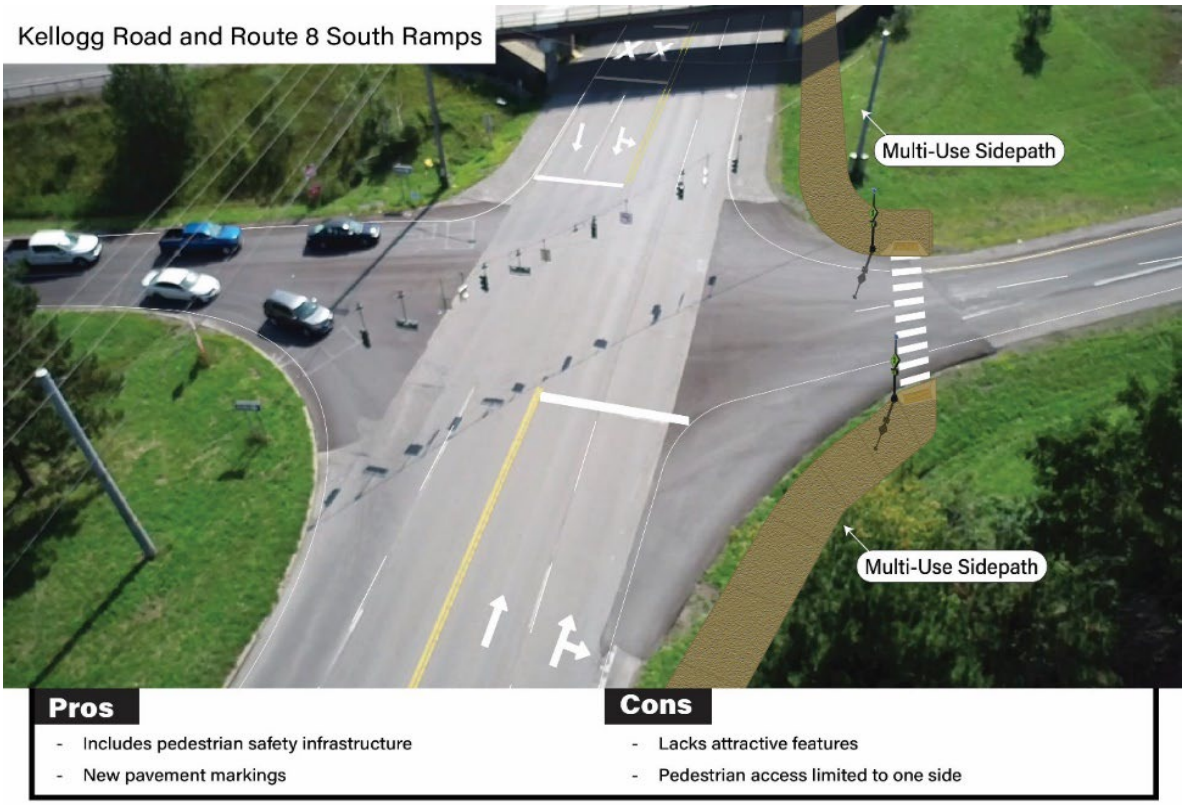
- Lacks attractive features
- Lacks comfort features
- Parking lot circulation issues are beyond the public road right-of-way.

NYS Route 8 intersection (east and west)

The intersection of NYS Route 8 acts as a gateway to the Kellogg Road corridor. Traffic volumes are the highest and some safety issues exist. Generally, this area is not hospitable to pedestrians and bicycles, however, there is space available for improvements, and establishing this connection will facilitate the unification of the corridor. Recommendations are provided for the intersections on both the northbound and southbound ramps of the NYS Route 8 bridge.

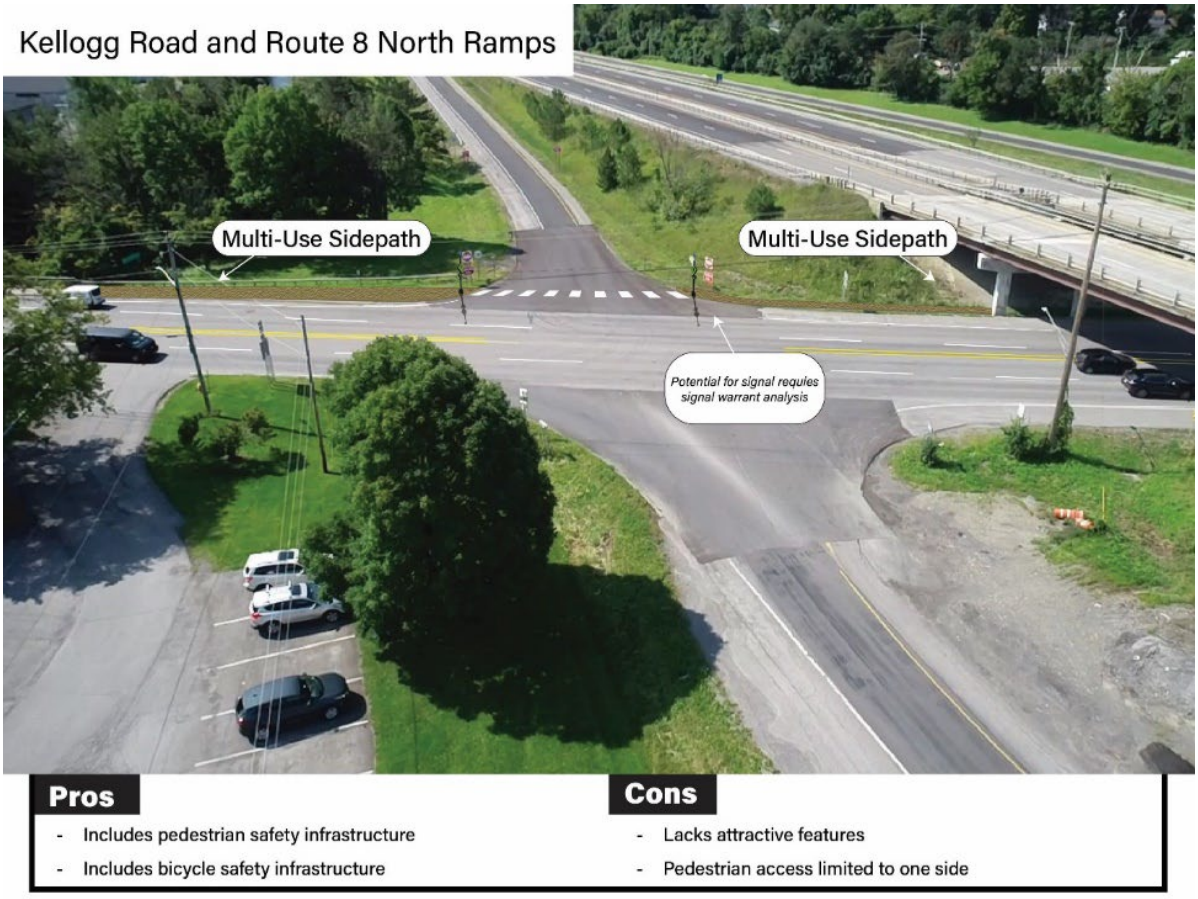
Southbound ramps intersection

- Sidepath on the south side of Kellogg Road, underneath the NYS Route 8 bridge
- Installation of a striped crosswalk and pedestrian signal on the southbound on-ramp
- Installation of under-bridge lighting for sidepath
- Signal timing and optimization



Northbound ramps intersection

- Continuation of the sidepath on the south side of Kellogg Road
- Installation of a striped crosswalk and pedestrian signal on the northbound off-ramp
- Connection to the existing sidewalk on Kellogg Road



Pros

- Includes pedestrian safety infrastructure
- Includes bicycle safety infrastructure

Cons

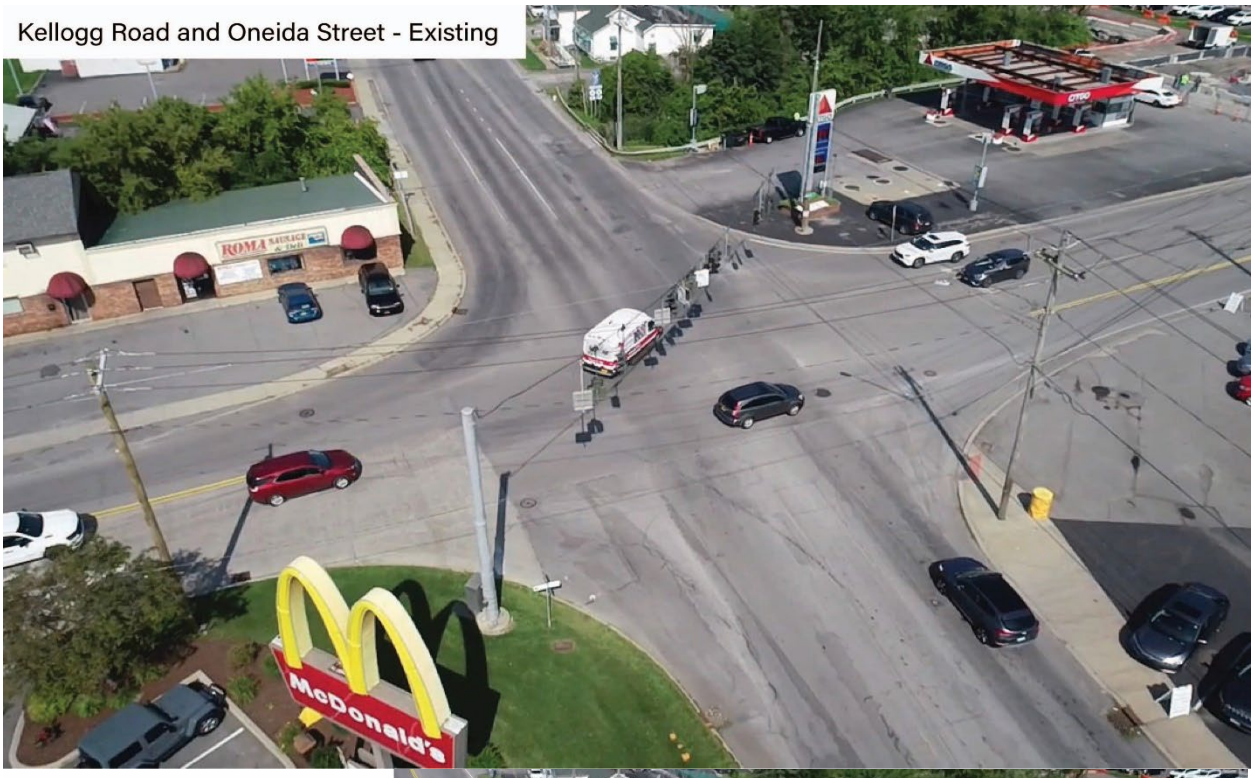
- Lacks attractive features
- Pedestrian access limited to one side

Kellogg Road and Oneida Street intersection

The intersection of Kellogg Road and Oneida Street is consistently busy. It is comprised of commercial and residential access uses. This is also the official end of Oneida Street. The intersection is signalized and is timed to provide congestion relief at peak times. Recommendations are made to support a multi-modal transportation network and promote safety.

- Sidepath continues to the intersection then transitions to a sidewalk and on-road bicycle signage.
- All lane markings and turning movements are preserved, new striping paint is necessary.
- Striped crosswalks with pedestrian signals and sidewalk landing pads and connections are added to all legs of the intersection.

Kellogg Road and Oneida Street - Existing



Kellogg Road and Oneida Street

Pros	Cons
- Includes pedestrian safety infrastructure	- Lacks attractive features
- Improvement of pavement markings	- Lacks comfort features
- Improves pedestrian access to businesses	- Limited access management solutions

Moving Forward

Now that the study has concluded and there is a recommended design for Kellogg Road, what's next? Local governments will identify funding, finish design, and oversee construction. The Kellogg Road Study achieves 15% of the total design.

Implementing the recommended design for Kellogg Road would be easier if it were owned, operated, and maintained by one jurisdiction. If not, Oneida County and the Town of New Hartford will have to work together to clarify roles and responsibilities moving forward.

Future-proofing is building flexibility into a plan so it can adapt to changes that might occur. The Kellogg Road Study was a process to identify a road design that creates safe transportation options available in this economically vibrant area. Conditions could change over the coming decades, especially with the rapid pace of innovation occurring in transportation. This could result in a mode shift trend away from single-occupancy vehicles to other types of transportation.

Immediate Actions

Meanwhile, these recommendations are already in progress, as of 2024:

- Traffic Signal Upgrade. The four signals on Kellogg Road will be transitioned to operation control by NYSDOT. This will allow for signal coordination and timing optimization to accommodate traffic congestion in the morning and evening peak hours. The active rail line signal will still impact traffic movements, as it operates on an as-needed basis. Real-time management of the corridor by the NYSDOT Traffic Management Center will minimize traffic flow impact.
- Traffic Signal Coordination and Retiming. This cost-effective approach will look to coordinate the four signals on the roadway to reduce intersection delays and increase safety by giving predominant movements more time and providing adequate breaks in traffic for driveway access. The retiming portion should result in better traffic flow, which will help to minimize congestion and moderate travel speeds.
- Temporary Speed Monitoring and Control. Speed trailers will be placed on Oxford Road to alert drivers of their speed and the posted speed limit. Additional enforcement through the issuance of tickets will provide relief for the speeding issues observed. This short-term enforcement can have an immediate impact but may lose effectiveness in long-term usage.

What Needs To Happen To Make This Plan A Reality:

PHASE 1

Implementing Partner

HOCTC turns plan over to the Town of New Hartford and Oneida County to implement the project.

PHASE 2

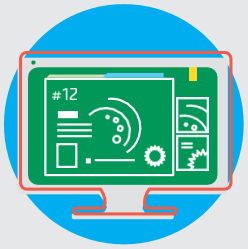
Finding the Funds

Implementing partner pursues local and federal funding sources, with HOCTC support.

PHASE 3

Design

Design moves conceptual plans into formal construction drawings that include stormwater drainage, traffic signals, side paths, sidewalks, bicycle lanes, street trees, lighting, and other details.



PHASE 4

Construction

Improvements are built during this phase. The length of construction time will depend on the approach the implementing partner takes and funding.

Implementation

The Kellogg Road recommended improvements will require joint efforts for full implementation. Local governments will need to identify and likely apply for funding for implementation. There are three potential options for making this plan a reality. Acquiring funding may take some time. The Kellogg Road project is eligible for federal and state transportation funding. The project also includes drainage and waterways that are part of the Sauquoit Creek Basin and are eligible for federal and state flood mitigation and resiliency funding. The project will likely involve a mix of federal and local (county and town) funding. An overview of each approach is provided, including cost.

Estimated Timeline

After the implementing partner and funds are identified, the design, engineering, and construction phases still need to be completed. The timelines here describe how quickly the project can be accomplished once funding becomes available. The implementing partner will determine the exact procedures for completing the remaining project phases. Timelines are generalized and do not account for local government processes such as procurement changes to accommodate drainage or other utility relocations, and any necessary coordination with state and federal agencies.

The design and engineering phase will require survey work, environmental review, and the procurement of an engineer for the advancement of construction plans. This is estimated to be an additional 6 – 12 months. The Construction follows the design phase. A contractor will need to be procured. It is expected the construction phase for the full recommended plan is about 10 months.

Estimated Costs

To provide a preliminary opinion of probable cost Kellogg Road was separated into 6 sections. The sections provide a starting point to prioritize projects, identify funding sources, develop funding applications, and determine the scale of each. These estimates are provided for planning purposes only and have not been evaluated by an engineer.

It must be noted that the estimated costs do not include drainage and green infrastructure upgrades. It is recommended that these upgrades be completed in conjunction with roadway enhancements.

The graphic illustrates the identified sections for cost estimation purposes.

Approaches for Implementation

Within the next decade, Kellogg Road's usage will continue to increase. The approaches outlined offer options for implementation and assess the value of each. Approach 1 is based on completing all enhancements and upgrades as one project. Approach 2 separates elements into two projects spread over a longer time. Approach 3 uses a phased approach to build upon previous enhancements over three separate projects.

Resurfacing/ Repaving

It is recommended that all approaches include resurfacing/ repaving of the entirety of Kellogg Road. Due to the current pavement condition rating, investing the funds identified in Approaches 1 – 3 needs to be done on a solid road base. Implementation of the approaches or resurfacing independently, will not benefit the community nor maximize the investment of public funds. The probable estimate of the cost for resurfacing Kellogg Road in 2023 dollars is $400,000.

Approach 1: Sprint to the Finish

- Implement all recommendations as one project.
- Could be completed within 2-4 years, depending on when funding is identified.

Approach 1 is to design, engineer, and build all enhancements and upgrades in one project for a cost of $7.2 million (in 2023 dollars). This cost does not include any potential drainage or green infrastructure upgrades. It is advised that any planned upgrades of this type be completed in conjunction with roadway improvements to minimize construction impacts and maximize the value of the project.

For this plan to be accomplished within four years from the time design work starts, the necessary funding would have to be allocated and an implementing agency identified through an inter-municipal agreement. Once money is available, design and construction could begin.

Total Estimated Cost: $7.2M

Pros	*Cons*
▪ *All construction is completed at the same time*	▪ *Have to obtain all funding at the same time*
▪ *Quickest timeline for full implementation*	▪ *Several years before any improvements are implemented*
▪ *Cheapest overall approach*	▪ *Does not address immediate issues*

Approach 2: Jog to the Finish

- Implement two projects within 6 years:
    1. Completing some safety improvements, intersection, and signal upgrades in 2 years (Sections 1, 3 & 6).
    2. Completing sidewalks and sidepaths along the entire roadway (Sections 2, 4 & 5) in 5 years.

Approach 2 splits the implementation by type of improvements into two separate projects. Project 1 (Sections 1, 3, & 6) has a cost of $3.2 million. This would address immediate needs and can be completed in a shorter time frame.

Project 2 (Sections 2, 4, & 5) has a cost of $4.0 million. This would enhance mobility for non-automobile users by developing the pedestrian and bicycle network.

Both projects will require design, engineering, and construction phases that are independent of the other project, which could lead to higher implementation costs. There is also a potential the improvements recently made in Project 1 would need to be replaced to accommodate Project 2. For these reasons, an additional $2 million contingency has been added to the total estimated cost.

Total Estimated Cost: $9.2M

Pros	*Cons*
▪ *Easier to find the initial funding for interim safety features*	▪ *Costs more than doing full design at one time*
▪ *Community benefits by receiving some safety features more quickly*	▪ *Construction takes place in two phases with longer disturbance*

Approach 3: Walk to the Finish

- Implement multiple projects:
    1. Completing signal upgrades in 2 years (Sections 3 & 6).
    2. Completing geometric and intersection improvements in 5 years (Section 1).
    3. Completing sidewalks and sidepaths along the entire roadway (Sections 2, 4 & 5) in 7 years.

Approach 3 divides the implementation into multiple projects. Project 1 has a cost of $2.8 million and addresses the traffic flow and operations with signal upgrades, as it includes resurfacing of the entire roadway. Project 2 has a cost of $408,000 and addresses the geometric and safety concerns. Project 3 has a cost of $4.0 million and is combined with resurfacing the roadway.

Multiple projects will increase the total project cost to implement the full recommendation. Survey work, design, and construction will need to be completed independently for each project. Delays in project delivery could extend the time of construction and cause longer disturbance to the public and businesses on the roadway. It is also likely that extended implementation will lead to multiple rounds of funding and approvals. For these reasons, an additional $5 million contingency has been added to the total project cost.

Total Estimated Cost: $12.2M

Pros	*Cons*
▪ *Community sees long-term investment in the roadway* ▪ *Some safety features and issues are more quickly addressed*	▪ *Most expensive approach* ▪ *Construction disruption is many years* ▪ *Increased cost* ▪ *Longest timeline for full design*

Conclusion

The Kellogg Road Study has brought situations the community must address to the forefront.

The recommended design for Kellogg Road is safer, more attractive, and attainable. It would alleviate the greatest community concerns and make the road accessible to everyone. While it comes with a 7-figure price tag, the study team is optimistic that funds can be found to make this vision a reality. Doing nothing is simply not a reasonable option.

Kellogg Road has evolved organically, and the importance of the street today is clear. The Kellogg Road area should have a street that serves as a connector between neighborhoods, is a safe place for people to travel regardless of mode, supports economic development in the Town and Village of New Hartford and hamlet of Chadwicks, enhances walkability, mobility, and accessibility, and makes it easier for each person to move around.

Appendices

Appendix A – Traffic Data

Kellogg Rd. - Oneida St. to Tibbitts Rd.

266176 - CR26 KELLOGG RD from ONEIDA ST to TIBBITTS RD
City: New Hartford **County:** Oneida
Functional class: 5U - Major Collector (Urban)

AADT
12,183
E: 6,003
W: 6,180

Site Data

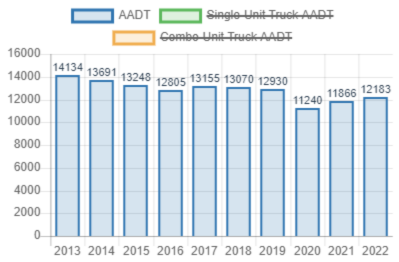
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Estimated	**Estimated**
AADT	14,134	13,691	13,248	12,805	13,155	13,070	12,930	11,240	11,866	**12,183**
Single-Unit Truck AADT	477	470	463	449	171	170	169	146	155	**159**
Combo-Unit Truck AADT	50	49	55	52	12	12	12	10	11	**11**
K-Factor	0.083	0.083	0.083	0.083	0.090	0.090	0.090	0.090	0.090	**0.090**
D-Factor	0.545	0.545	0.545	0.545	0.532	0.532	0.532	0.532	0.532	**0.532**
Speed 85th Percentile	32.0	32.0	32.0	32.0	31.9	31.9	31.9	31.9	31.9	**31.9**
DHV	1,173	1,136	1,100	1,063	1,184	1,176	1,164	1,012	1,068	**1,096**
DDHV	639	619	599	579	630	626	619	538	568	**583**
Truck AADT	527	519	518	501	183	182	181	156	166	**170**
Truck %	4%	4%	4%	4%	1%	1%	1%	1%	1%	**1%**

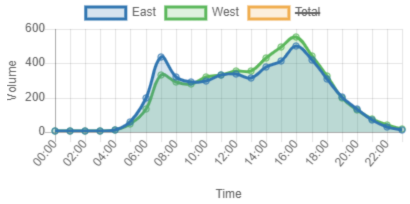
Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2023	October	Class	0 hours	73 hours	73 hours
2017	August	Class	0 hours	52 hours	54 hours
2011	June	Volume	0 hours	0 hours	0 hours

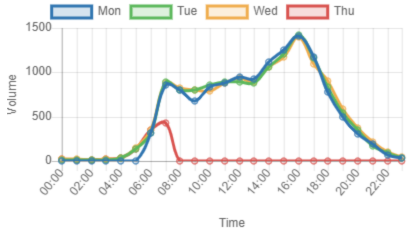
AADT Trend



Average Hourly Volume 2023



Daily Volume 2023



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	23	0.22%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	8,802	85.65%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	1,202	11.70%
Passenger Vehicles	10,026	97.56%
4. Buses 2- or 3-axle, full length.	28	0.27%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	188	1.83%
6. Single-unit trucks 3-axle, single-unit trucks.	21	0.21%
7. Single-unit trucks 4 or more axle, single-unit trucks.	8	0.08%
Medium Weight Trucks	245	2.39%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	1	0.00%
9. Single-trailer trucks 5-axle, single-trailer trucks.	4	0.04%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	1	0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	1	0.00%
Heavy Weight Trucks	6	0.05%

Kellogg Rd. - Tibbitts Rd. to Oxford Rd.

268106 - CR26 KELLOGG RD from TIBBITTS RD to OXFORD RD/KELLOGG RD
City: New Hartford **County:** Oneida
Functional class: 5U - Major Collector (Urban)

AADT
4,875
E: 2,519
W: 2,356

Site Data

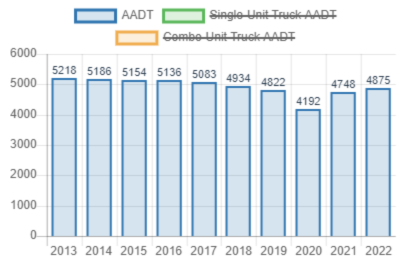
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	5,218	5,186	5,154	5,136	5,083	4,934	4,822	4,192	4,748	**4,875**
Single-Unit Truck AADT	77	76	76	172	171	166	163	142	161	**165**
Combo-Unit Truck AADT	6	6	6	16	16	15	7	6	7	**7**
K-Factor	0.084	0.084	0.084	0.093	0.093	0.093	0.089	0.089	0.094	**0.094**
D-Factor	0.516	0.516	0.516	0.543	0.543	0.543	0.530	0.530	0.510	**0.510**
Speed 85th Percentile	37.8	37.8	37.8	37.7	37.7	37.7	37.1	37.1	37.1	**37.1**
DHV	438	436	433	478	473	459	429	373	446	**458**
DDHV	226	225	223	259	257	249	227	198	228	**234**
Truck AADT	83	82	82	188	187	181	170	148	168	**172**
Truck %	2%	2%	2%	4%	4%	4%	4%	4%	4%	**4%**

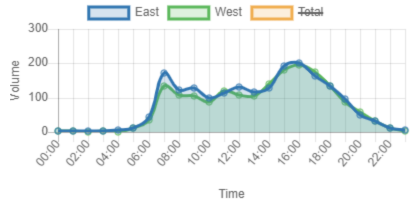
Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2021	September	Volume	0 hours	91 hours	91 hours
2019	June	Class	0 hours	68 hours	68 hours
2016	September	Class	0 hours	50 hours	51 hours
2010	August	Class	0 hours	90 hours	90 hours

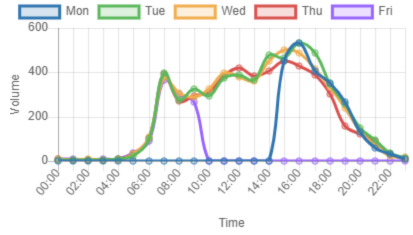
AADT Trend



Average Hourly Volume 2021



Daily Volume 2021



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	14	0.37%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	3,092	83.28%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	472	12.71%
Passenger Vehicles	3,578	96.36%
4. Buses 2- or 3-axle, full length.	1	0.02%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	114	3.06%
6. Single-unit trucks 3-axle, single-unit trucks.	9	0.25%
7. Single-unit trucks 4 or more axle, single-unit trucks.	2	0.05%
Medium Weight Trucks	126	3.39%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	8	0.22%
9. Single-trailer trucks 5-axle, single-trailer trucks.	1	0.02%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0	0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0	0.01%
Heavy Weight Trucks	9	0.25%

Oxford Rd. - Kellogg Rd. to New Hartford Village Line

268121 - CR26 OXFORD RD from OXFORD RD/KELLOGG RD to NEW HARTFRD VL
City: New Hartford **County:** Oneida
Functional class: 5U - Major Collector (Urban)

AADT
6,317
N: 3,102
S: 3,215

Site Data

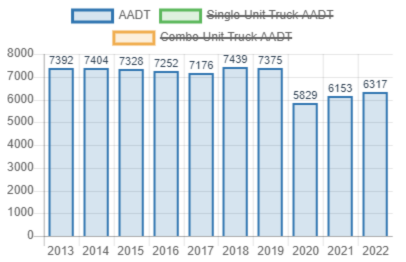
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	**Estimated**
AADT	7,392	7,404	7,328	7,252	7,176	7,439	7,375	5,829	6,153	**6,317**
Single-Unit Truck AADT	161	161	160	158	156	162	161	127	134	**138**
Combo-Unit Truck AADT	10	10	10	10	10	10	10	8	8	**9**
K-Factor	0.083	0.088	0.088	0.088	0.088	0.085	0.085	0.101	0.101	**0.101**
D-Factor	0.544	0.526	0.526	0.526	0.526	0.546	0.546	0.524	0.524	**0.524**
Speed 85th Percentile	36.1	36.1	36.1	36.1	36.1	36.1	36.1	36.1	36.1	**36.1**
DHV	614	652	645	638	631	632	627	589	621	**638**
DDHV	334	343	339	336	332	345	342	308	326	**334**
Truck AADT	171	171	170	168	166	172	171	135	142	**147**
Truck %	2%	2%	2%	2%	2%	2%	2%	2%	2%	**2%**

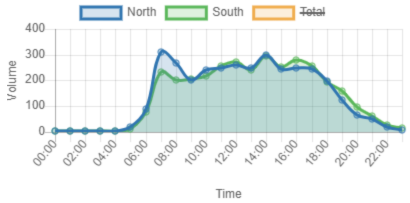
Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2023	September	Class	0 hours	80 hours	80 hours
2020	September	Volume	0 hours	67 hours	67 hours
2018	May	Volume	48 hours	87 hours	151 hours
2014	April	Volume	0 hours	73 hours	73 hours
2011	August	Volume	0 hours	71 hours	71 hours
2010	August	Class	0 hours	85 hours	85 hours

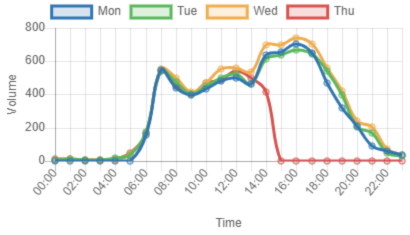
AADT Trend



Average Hourly Volume 2023



Daily Volume 2023



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	16	0.23%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	5,526	81.55%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	966	14.25%
Passenger Vehicles	6,507	96.03%
4. Buses 2- or 3-axle, full length.	88	1.30%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	164	2.42%
6. Single-unit trucks 3-axle, single-unit trucks.	11	0.16%
7. Single-unit trucks 4 or more axle, single-unit trucks.	2	0.03%
Medium Weight Trucks	265	3.90%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0	0%
9. Single-trailer trucks 5-axle, single-trailer trucks.	2	0.03%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0	0.00%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0	0%
Heavy Weight Trucks	3	0.04%

Oxford Rd. - Kellogg Rd. to Imperial Dr.

262143 - CR26A OXFORD RD from IMPERIAL DR to KELLOGG RD
City: New Hartford **County:** Oneida
Functional class: 5U - Major Collector (Urban)

AADT
1,808
N: 881
S: 927

Site Data

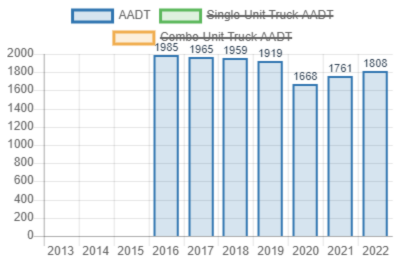
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	-	-	-	1,985	1,965	1,959	1,919	1,668	1,761	**1,808**
Single-Unit Truck AADT	-	-	-	47	47	47	46	40	42	**43**
Combo-Unit Truck AADT	-	-	-	5	5	5	4	4	4	**4**
K-Factor	-	-	-	0.082	0.082	0.082	0.093	0.093	0.093	**0.093**
D-Factor	-	-	-	0.565	0.565	0.565	0.568	0.568	0.568	**0.568**
Speed 85th Percentile	-	-	-	44.4	44.4	44.4	44.4	44.4	44.4	**44.4**
DHV	-	-	-	163	161	161	178	155	164	**168**
DDHV	-	-	-	92	91	91	101	88	93	**96**
Truck AADT	-	-	-	52	52	52	50	44	46	**47**
Truck %	-	-	-	3%	3%	3%	3%	3%	3%	**3%**

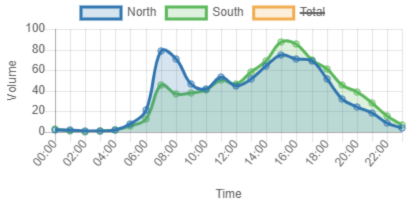
Count History

Year	Month	Count type	Weekend Duration	Workweek Duration	Duration
2023	October	Class	0 hours	72 hours	72 hours
2019	October	Volume	0 hours	50 hours	50 hours
2016	August	Class	0 hours	72 hours	72 hours

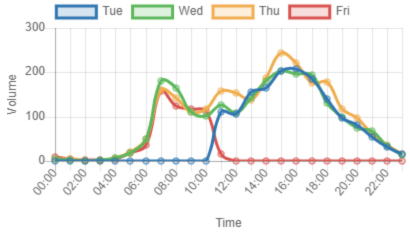
AADT Trend



Average Hourly Volume 2023

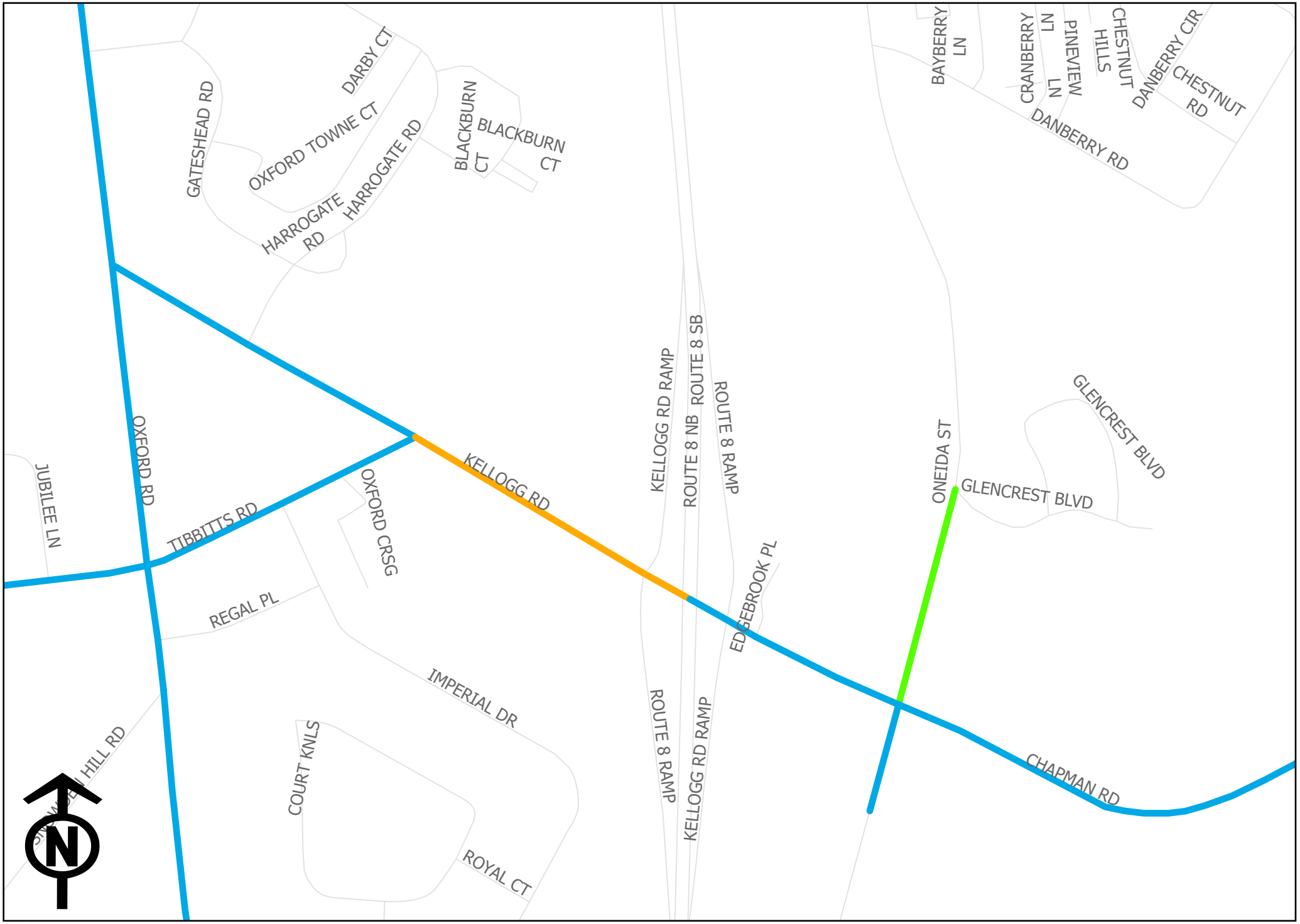


Daily Volume 2023



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**5**	**0.31%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**1,320**	**77.99%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**285**	**16.85%**
Passenger Vehicles	**1,611**	**95.16%**
4. Buses 2- or 3-axle, full length.	**28**	**1.62%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**51**	**2.98%**
6. Single-unit trucks 3-axle, single-unit trucks.	**2**	**0.10%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**1**	**0.07%**
Medium Weight Trucks	**81**	**4.79%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**1**	**0.03%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0**	**0.01%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0**	**0.01%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0**	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0**	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0**	**0%**
Heavy Weight Trucks	**1**	**0.06%**



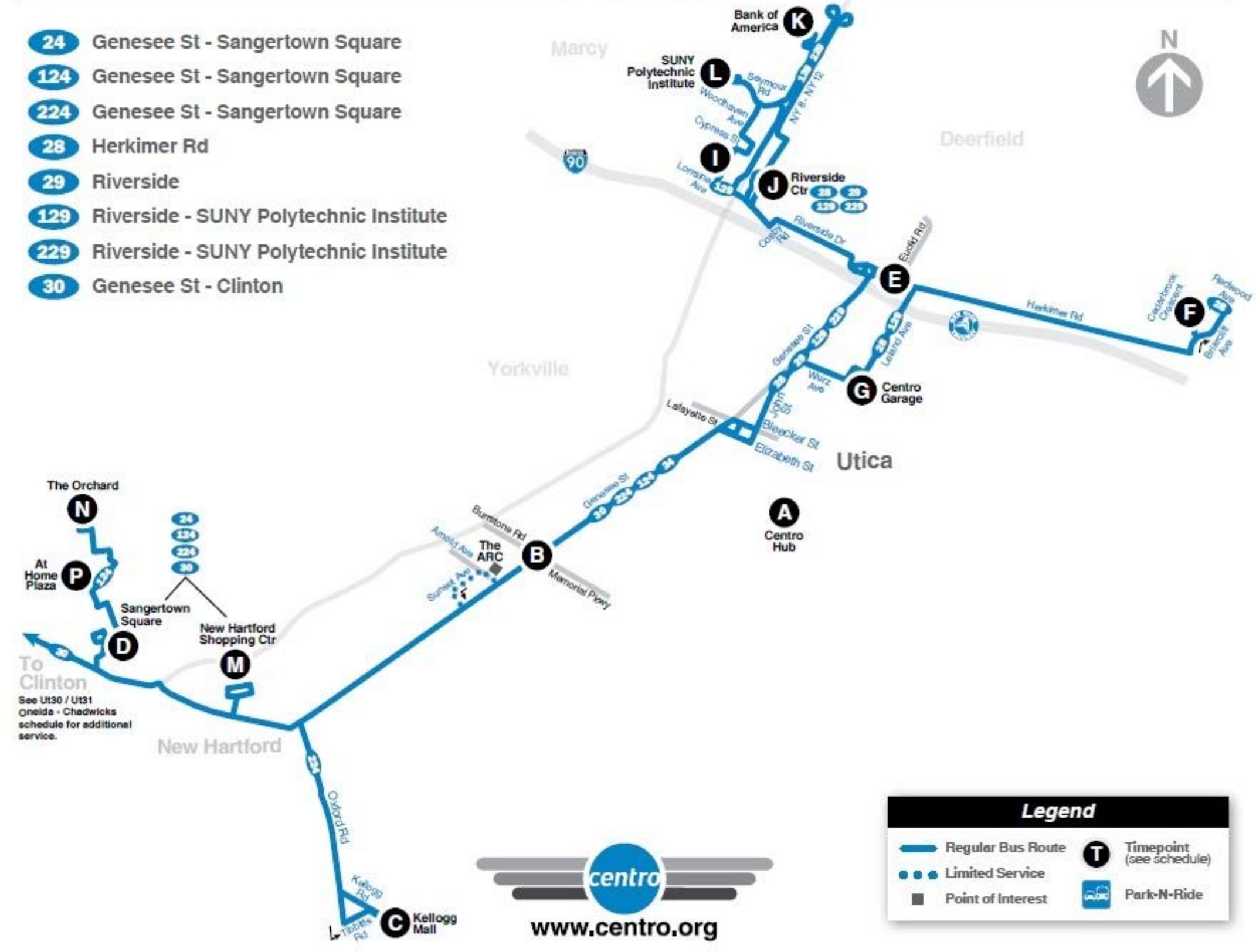
Surface Score 2022

- Excellent (9-10)
- Good (7-8)
- Fair (6)
- Poor (1-5)

Kellogg Rd Pavement Scores 2022

Route Map

- 24 Genesee St - Sangertown Square
- 124 Genesee St - Sangertown Square
- 224 Genesee St - Sangertown Square
- 28 Herkimer Rd
- 29 Riverside
- 129 Riverside - SUNY Polytechnic Institute
- 229 Riverside - SUNY Polytechnic Institute
- 30 Genesee St - Clinton



Appendix B – Water and Stormwater

DUNN& SGROMO ENGINEERS, PLLC

5800 HERITAGE LANDING DRIVE, EAST SYRACUSE, NEW YORK 13057
Telephone (315) 449-4940 Facsimile (315) 449-4941

SUMMARY

of

KELLOGG ROAD DRAINAGE ISSUES

February 13, 2023

Kellogg Road, from Oxford Road to Oneida Street in the Town of New Hartford, is a 3,200-foot long county-maintained, urban highway traversing residential and commercial land uses. Elevations range from 640 feet at Oxford Road (high point) to 610 feet at the Sauquoit Creek and Palmer's Creek bridges (low points). The highway is within the Sauquoit Creek watershed, which includes the Palmer's Creek tributary.

An aging, closed storm sewer system on Kellogg Road collects road drainage and runoff from adjacent properties, and conveys it to nearby natural water courses. Culverts and bridges convey open stream flow under the highway.

Currently, there are several areas of Kellogg Road that experience drainage/flooding issues (see attached plan):

1. The residences on the north side of Kellogg Road, between Tibbitts Road and Oxford Road, are below the elevation of the road, and are subject to flooding from Kellogg Road runoff.

2. At Tibbitts Road, an 18-inch overflow relief pipe that was installed in the Kellogg Road storm sewer system diverts drainage into the rear yards of residences along the north side of Kellogg Road, and the east side of Harrogate Road. Since there is no defined drainageway in this area, rear yard flooding frequency occurs due to this diverted drainage.

3. An undersized culvert conveying runoff from a significant drainage area under Kellogg Road, between the Dollar Tree and Hannaford Plaza, causes frequent flooding in the area.

4. The Kellogg Road Bridge over Palmer's Creek, and the upstream creek channel have limited capacity, which causes flooding at the Kellogg Road/Oneida Street intersection.

The following are recommendation for drainage improvements to be incorporated into the planning of any complete streets re-construction project of Kellogg Road:

1. Televise, inspect, and evaluate all drainage piping culverts, and structures within the Kellogg Road right-of-way corridor. Replace/repair any damaged deficient, undersized or deteriorated drainage infrastructure.

2. Add additional storm drainage structures and regrade Kellogg Road cross section/right-of-way to prevent road drainage from flowing onto residential properties on the north side.

3. Increase the capacity of the storm sewer system on Kellogg Road at Tibbetts Road, and eliminate the 18-inch by-pass pipe.

4. Increase the capacity of Kellogg Road box culvert between the Dollar Tree and Hannaford Plaza.

5. Improve the channel capacity of Palmer's Creek at and upstream of the Kellogg Road Bridge. Consider bridge replacement with improved flow capacity.

John Dunkle, P.E.,
Town of New Hartford Engineer

DRAINAGE DITCH/OUTFALL

DRAINAGE DITCH/OUTFALL

EXISTING PIPE DISCHARGE FROM KELLOGG RD CAUSES FLOODING IN BACKYARDS OF EXISTING RESIDENCES. SUGGEST REROUTE DRAINAGE FROM KELLOGG RD, EAST TO THE MAIN DRAINGE DITCH AND ELIMINATE THIS OUTFALL LOCATION

UNDERSIZED CULVERT INCREASE RISK FLOODING IN KELLOGG RD

AGING STORMWATER INFRASTRUCTURE SHOULD BE INSPECTED AND REPLACED IF NECESSARY

INSUFFICIENT CAPACITY AT BRIDGE AND POOR CHANNEL GEOMETRY INCREASE RISK OF FLOODING

HOUSES ON NORTH SIDE OF KELLOGG RD ARE BELOW THE ROAD AND SUBJECT TO FLOODING. SUGGEST ADDITIONAL DRAINAGE ON NORTHHSIDE OF ROAD OR MODIFICATIONS TO THE ROAD CROSS SECTION TO KEEP SURFACE FLOWS WITHIN KELLOGG RD

AGING STORMWATER INFRASTRUCTURE SHOULD BE INSPECTED AND REPLACED IF NECESSARY

RT 8

ONEIDA STREET

KELLOGG RD

TIBBITTS RD

OXFORD RD

0 50 100 200 300 Feet

GRAPHIC SCALE 1"=100'

DUNN AND SGROMO ENGINEERS
E. SYRACUSE, NEW YORK
5800 HERITAGE LANDING DRIVE (315)449-4910 (315)449-4911 FAX

TOWN OF NEW HARTFORD
ONEIDA COUNTY, NEW YORK
KELLOG ROAD

DATE: 01.26.2023 | FILE NO: 1209.023

KELLOGG RD DRAINAGE ISSUES

Path: Q:\CADD Files\PROJECTS\Town of New Hartford - 1209\023 - Kellog Road\GIS\KELLOG RD-COUNTY ROAD PROJECT.mxd Date Saved: 1/27/2023 9:45:34 AM

Appendix C – Public Engagement

Kellogg Road LTPAP Public Meeting #1
New Hartford Public Library
February 28, 2003 @6:00 PM – 7:30 PM

Attendees:

Dana Crisino, MBA, AICP, Oneida County Deputy Commissioner of Planning, Director - HOCTC

Julie Richmond, MPA, Transportation Program Manager – HOCTC

Adam Palmer, MPA, Senior Planner - HOCTC

Alexander Turner, Planner - HOCTC

Kassandra Burkhart, Planning Specialist - HOCTC

Katherine Ember, AICP - Planning4Places, LLC

James Levy, AICP – Planning4Places, LLC

Steve Wong, AICP, PP, PTP, RSP 1, PMP – Sam Schwartz

Doug Gerber, RLA – Weston & Sampson

Peter Loyola, RLA – CLA Site

Additional Attendees – see sign-in sheet

The meeting was held in an open house format with stations on land use/active transportation/ green infrastructure, neighborhood visioning, placemaking, and traffic and safety. Dana Crisino provided a welcome explaining the intent of the meeting, the planning process, and the project schedule.

What We Heard

- Land Use – some residents noted they do not want additional commercial uses and would like an improved transition from the commercial area to the residential homes. Street trees were noted as being helpful to enhance the corridor.
- Placemaking – there was interest in creating a Kellogg Road identity with pedestrian-scale lighting (with hanging baskets and banners), street trees, and possibly the creation of park space (adjacent to the railroad or Creek or at bus stops).
- Active Transportation – sidewalks are a priority. Safe bicycle infrastructure needs were also mentioned but to a lesser degree. There was interest in creating loop trails near the railroad connecting the library and the apartments (Harrogate Road and Blackburn Court) to Kellogg Road. The public noted they would like to see a connection to the Rayhill Memorial Trail and the Sauquoit Creek. A connection between the two areas would be routed under the NYS Route 8 underpass.
- Flooding – drainage is a concern for residential properties between Harrogate Road and Tibbitts Road adjacent to the radio station property. No other flooding/ stormwater were concerns mentioned. It was noted by a resident that has lived in the Town for decades and who is a member of the Fire Department that with one exception, the Sauquoit Creek and Palmers Creek

have never flooded (the Palmers Creek culvert caused flooding once due to the creek being filled with debris, not an inability to manage the water flow).

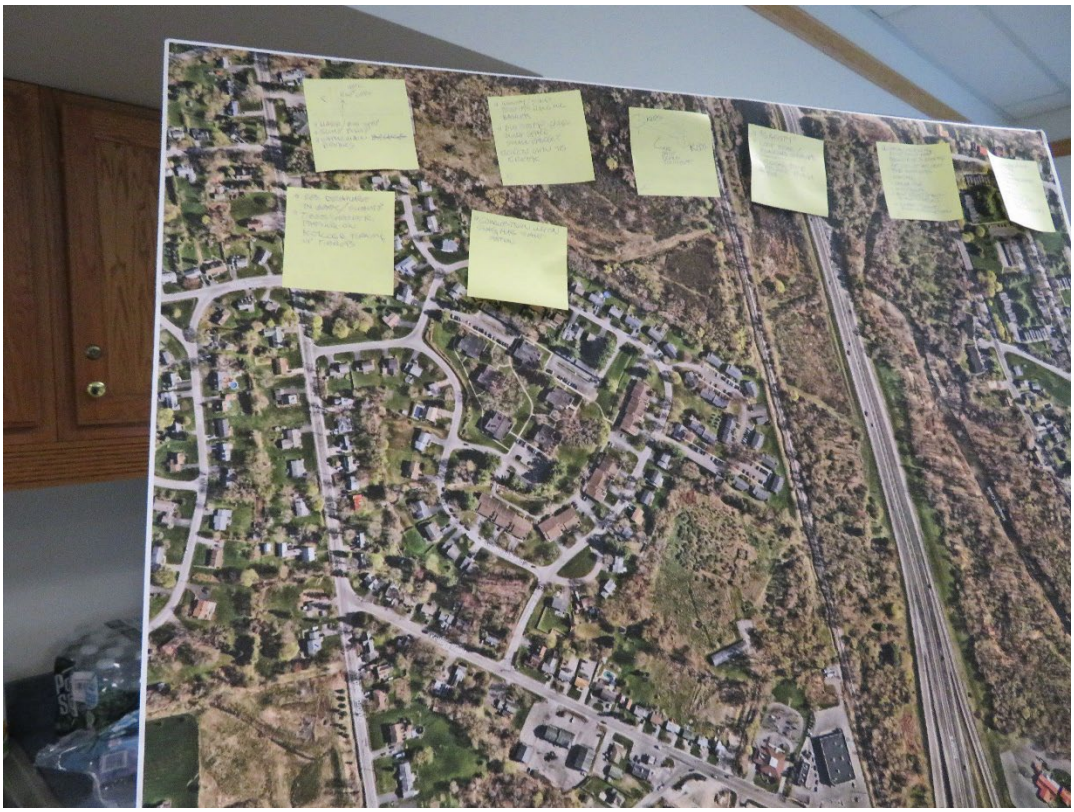
- Transit – look at Harrogate Bus Stop as an opportunity. If facilities were improved and routes easier to navigate, more people may choose to use transit.
- Traffic and Safety – look at intersections of Oxford Road/Kellogg Road, Tibbitts Road/Kellogg Road/Dollar Tree, and at the Dunkin Donuts/Walgreens driveways for safety improvements and access management opportunities. The NYS Route 8 Interchange is difficult for pedestrians to comfortably cross due to steady traffic flows and lack of pedestrian signage and signals.
    - The intersection of Kellogg Road (Chapman Road) and Oneida Street is a safety concern. The driveways to McDonald's and Roma Deli are too close to the intersection. Vehicles exiting from McDonald's trying to turn left onto Oneida Street will block northbound traffic and vehicles traveling south try to turn left into McDonald's. Cars turning right onto Oneida St. often stop short for vehicles going into and out of Roma.
    - Crosswalks are needed at Kellogg Road and Oneida Street. People cross mid-block from the 7-Eleven to Packy's Pub and the gas station.
    - Crossing the interchange ramps feels unsafe. Needs crosswalks.
    - Sidewalks are needed the length of the corridor.
    - Crosswalks needed at the Hannaford/Dunkin Donuts signal. Other crosswalks are desired at Tibbitts Road and maybe a crosswalk at Harrogate Road, depending on improvements that are recommended for pedestrian infrastructure.
    - There is a desire to be able to bike and walk safely to parks, the library, and athletic fields.
    - Traffic queuing, both east- and west- bound, to Hannaford's and Dunkin Donuts was a reoccurring traffic concern. A dedicated left-turn phase was recommended. Westbound queues reported back up to the train tracks.
    - The lane drop at Tibbitts Road was also identified as a concern. The condition needs greater signage to alert motorists. Ingress into the Dollar Tree was identified as a safety concern.
    - Although outside the scope of this project, sidewalks along Oxford are desired to provide connectivity to the library.
    - At the intersection of Kellogg Road and Oxford Road:
        - Sight distance from Kellogg Road onto Oxford Road is limited due to the skew of the intersection and vegetation.
        - Vehicles do not stop or slow roll through the stop sign on Kellogg Road.
        - Vehicles travel at high speeds on southbound Oxford Road to eastbound Kellogg Road.
        - The primary movement is to and from Oxford Road (north of Kellogg Road) to Kellogg Road.
    - There was discussion about a possible off-road trail along the rail lines using a potential sewer line easement. There is a vacant parcel of land the library has spoken to the developers (CRM) about, possibly building an off-road trail that could connect to the rail-trail.
    - People walk through the woods behind Hannaford.

- Vision – overall the public expressed enthusiasm for sidewalks and streetscape improvements with an interest in connections to the public library, the creation of trail linkages and park spaces, and the installation of bicycle infrastructure.
    - Community members indicated that Kellogg Road has several elements that create visible divisions - the railroad tracks, NYS Route 8, and the Sauquoit Creek were mentioned as three such elements. When within a particular neighborhood along the corridor, parents are comfortable with children visiting friends on bikes or by walking. Parents are uncomfortable with children traveling to other neighborhoods by bike or walking and instead drive their children.
    - A gathering space for neighborhood residents, especially children, centrally located on Kellogg Road, accompanied by safe bike and pedestrian accommodations, would likely improve physical and mental connectivity between neighborhoods.
    - Running, and running clubs, are popular in the area. Kellogg Road does not provide safe accommodations for activities and access for runners along the corridor.
    - Excessive cross-pitch, uneven and gravel surfaces along Kellogg Road shoulders are impractical for use by pedestrians, runners, and cyclists.

Raw Notes from Aerial Boards by Topic

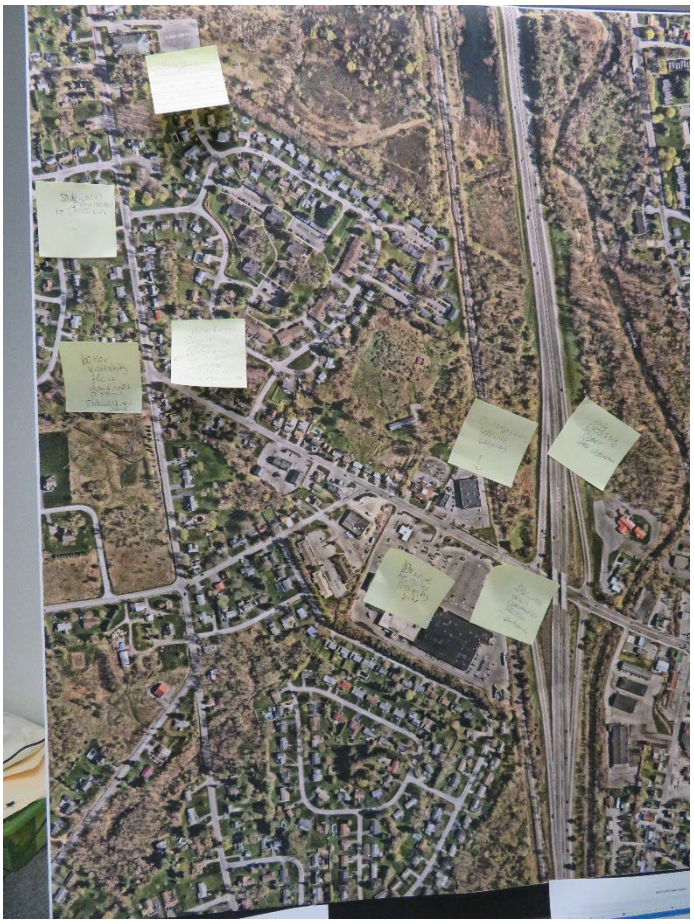
Visioning Board

- Bad vehicle left
- Sump Pump
- Water main breaks
- Residential drainage in the back/swamp
- Tibbitts/Shoulder passing on Kellogg turn up Tibbitts
- Congestion when the gas station has a sale
- Identity/find priorities, hanging baskets
- Bus stop at Harrogate – more space, small park?
- Kids – no safe space to meet
- "Safety"
- Loop trail/running groups
- Kellogg's poor shoulder pitch
- Walk/morning right hand northbound Route 8 needed
- Harrogate Bus Stop
- 2019 cyclist accident
- Poor shoulders
- Sidewalk
- Dollar Tree
- Kids/bikes
- Busy Street/Fast
- Lower Oxford
- Oxford Tibbitts poor intersection
- Harrogate drainage/curb
- Sidewalk
- Loop appreciated
- Walking
- Good flow
- Improve ped
- No signal



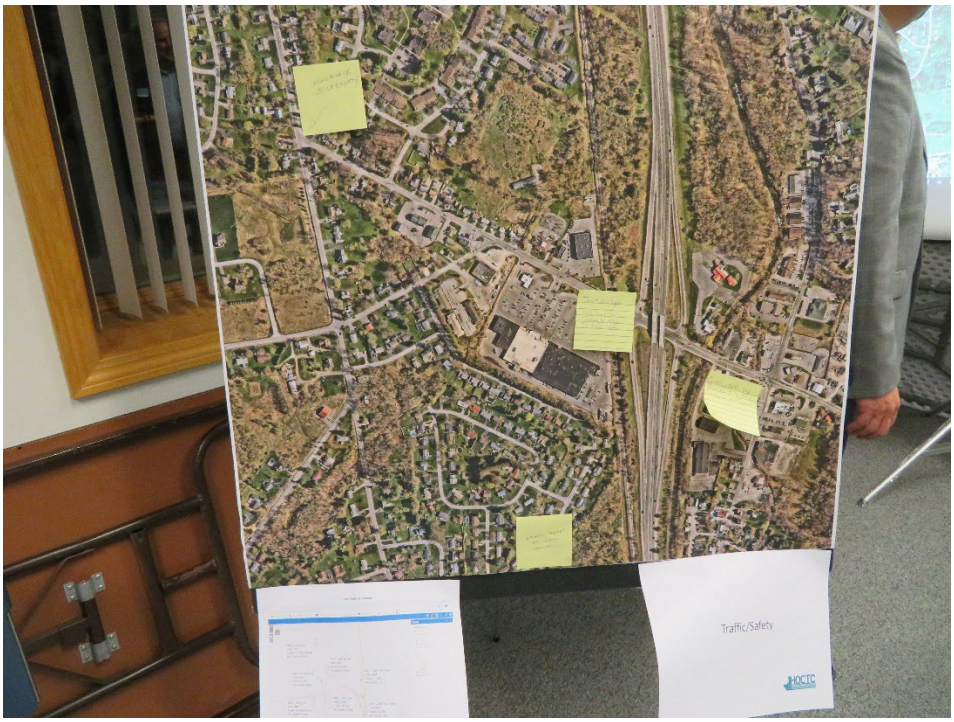
Land Use/Active Transportation/Green Infrastructure/Natural Resources

- Library sidewalks to Kellogg Road
- Sidewalks Oxford/Kellogg to Chapman
- Better visibility at Oxford/Kellogg (don't need signal there)
- Sidewalk on Oxford
- Challenge making left into Walgreens
- Need a safe crossing under Route 8 underpass
- Sidewalks down commercial section to Tibbitts
- Bridge used by kids biking to get to Hannaford
- Posts on Kellogg (near Oxford) – tight safety concern
- Move up stop bar on Kellogg & Oxford Road
- People biking up Oxford
- People walk up Oxford
- Sidewalks
- Pedestrian lighting



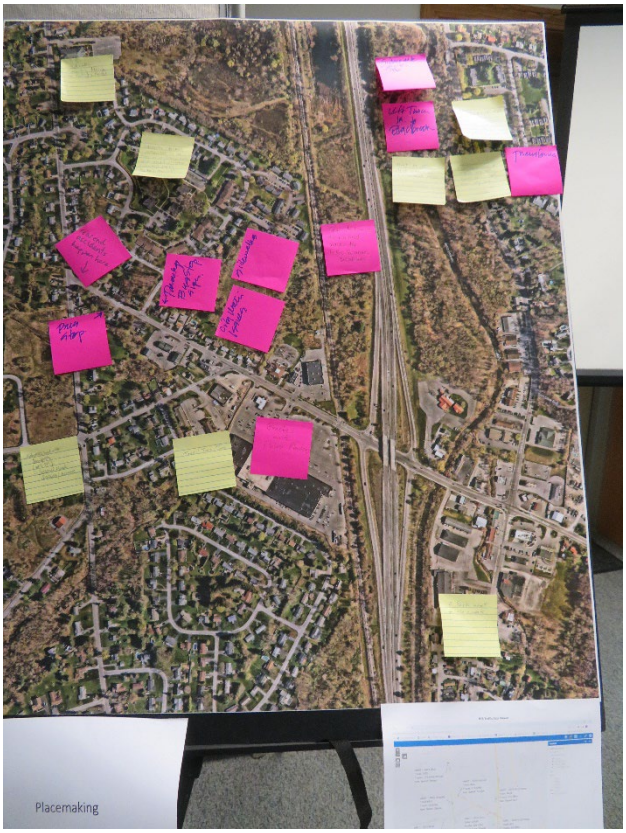
Traffic and Safety

- Sidewalks 😊 Library to Kellogg
- Connect cul de sac to rail trail connection (library board)
- Increase visibility (Oxford & Kellogg Road)
- Walking through the woods – dangerous
- Time traffic lights
- Extra lane for buses to stop for train tracks
- Crosswalk by Roma's, 7-11, Packey's, Sunoco & McDonalds



Placemaking

- Sidewalks connecting library to Kellogg Road
- Sidewalks, sidewalks, sidewalks. Especially for folks with mobility aids and small children. Sidewalks make Kellogg more accessible.
- Rear end accidents happen at Oxford and Kellogg
- Sidewalks lined with lamp-posts (well-lit!)
- Seasonal floral baskets/banners
- Bus stop sign (Harrogate)
- City Water Issues
- Trees! Trees! Trees!
- Benches with flower planters
- Trail following the railroad tracks for bikers, runners, walkers
- A park next to the creek.
- Sidewalk south side.
- Left turn to Edgebrook.
- Don't let it be like Commercial Drive.
- Sidewalks and crosswalks
- The intersection of Tibbitts and Kellogg should be a left turn only lane.
-



Kellogg Road Survey #1 Summary & Discussion

A community feedback survey was created on January 22, 2023, that was designed for residents, commuters, and regular users of the Kellogg Road corridor. The purpose of the survey is to collect opinions from the public to identify important issues along Kellogg Road, understand the transportation priorities of the community, and incorporate the community's vision of a safer and more accessible roadway into the study. Survey responses were received between February 5th and March 15th, approximately two weeks following the first Kellogg Road public meeting.

The survey received 705 responses during the time that it was open. Responses were submitted utilizing a variety of public outreach tools such as direct mailings, in person meetings and social media. A postcard was mailed to 481 unique properties within or directly adjacent to the project area. The postcard had a QR code and web link to the online survey. In-person outreach efforts were conducted in the project area with flyers containing a weblink to the survey was distributed to businesses and commercial residential locations. The survey was also widely distributed by local elected officials, regional transportation partners, newspaper and online news agencies, and private social media posts.

Characteristics of Kellogg Road Travelers

A review of the survey results found the age of the respondents tended to trend highest among elderly and middle-aged adults. The age group providing the highest frequency of responses to the survey were those over the age of 65 years old (27.2%). This is followed by individuals between the ages of 45-54 (21.2%), 35-44 years old (19.5%), and 55-64 years old (18.7%). Inversely, just 13.5% of all respondents were under the age of 35.

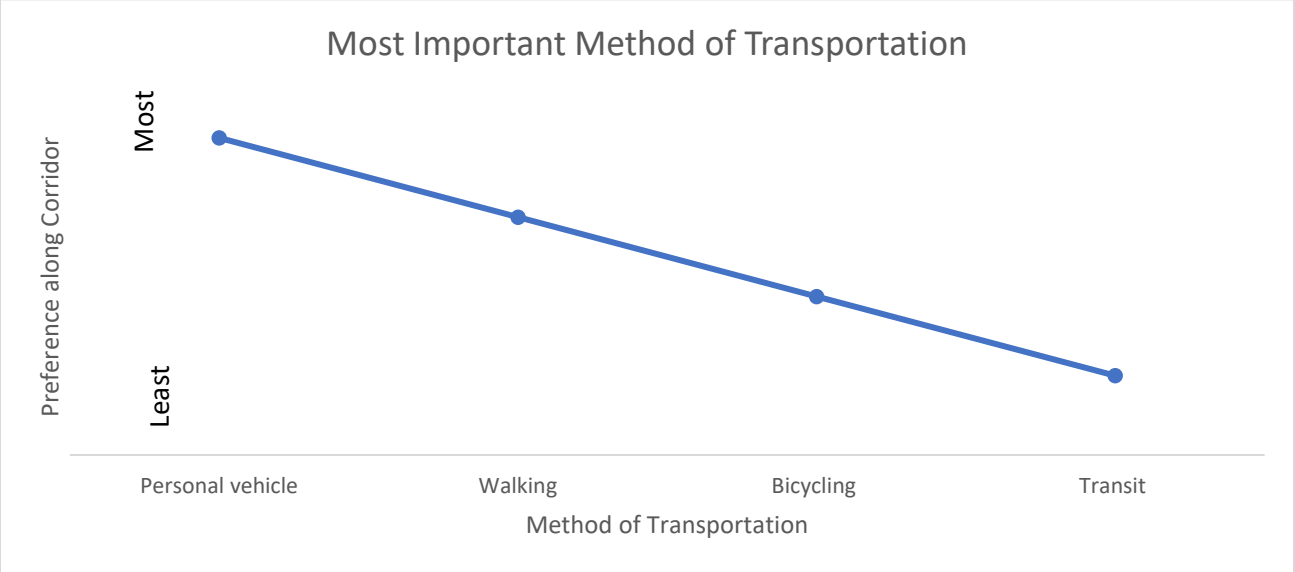
The age of the respondent population corresponds with the response to the survey that the person had many years of experience utilizing Kellogg Road. Among the 674 respondents (95.6%) who indicated that they are regular users of Kellogg Road, 77.8% reported having used Kellogg Road for over 11 years. Just 9.5% of regular users have been utilizing Kellogg Road for less than 5 years and 12.6% of users for between 6 and 10 years.

Existing Preferences and Uses of Kellogg Road Travelers

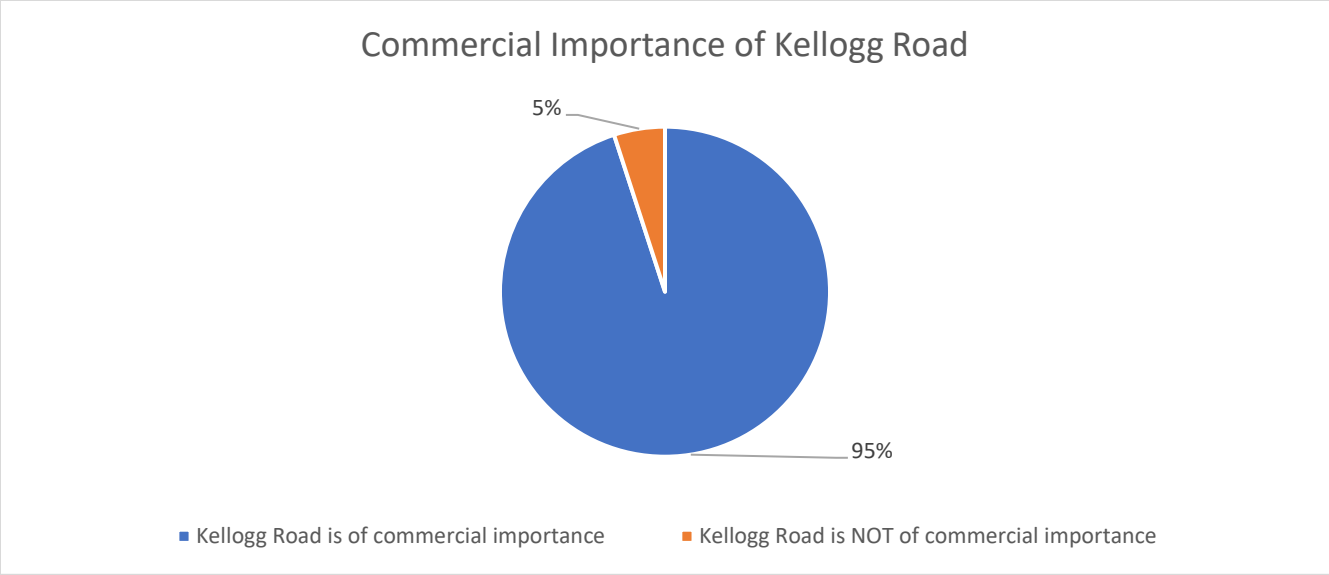
Respondents indicated in the survey that under the current roadway conditions, there is a large preference for the use of vehicles to navigate Kellogg Road. Nearly half (48.9%) of respondents drive their single-occupant vehicle more than five days a week, with another 29.4% driving their vehicle 3-4 days per week. In total, 97.1% of respondents chose to drive a vehicle through Kellogg Road at least once throughout the week. Regarding shared motorized vehicle experiences, 63.5% of respondents chose to carpool at least once a week, while less than 1% utilized the bus for transportation. The preference for vehicles on Kellogg Road under the current roadway conditions is reaffirmed in other questions throughout the survey where most

respondents (84.3%) indicated that their personal vehicle is the most important transportation method to them for use on Kellogg Road.

Compared to the usage of motorized vehicles, there is less of a preference for walking or alternative forms of transportation under the current roadway conditions. Respondents reported walking or utilizing a mobility assisting device along the corridor at least once per week 15.8% of the time, and 9.7% of respondents utilized a bicycle or scooter at least once a week. In a similar trend, just 10.2% of respondents later in the survey stated that walking was the most important means of transportation along Kellogg Road for them personally. 35 respondents had left comments within this section of the survey, in which at least 13 indicated that Kellogg Road was a part of their regular running or jogging route and was frequently listed as a challenge to traverse due to pedestrian safety and accessibility concerns.



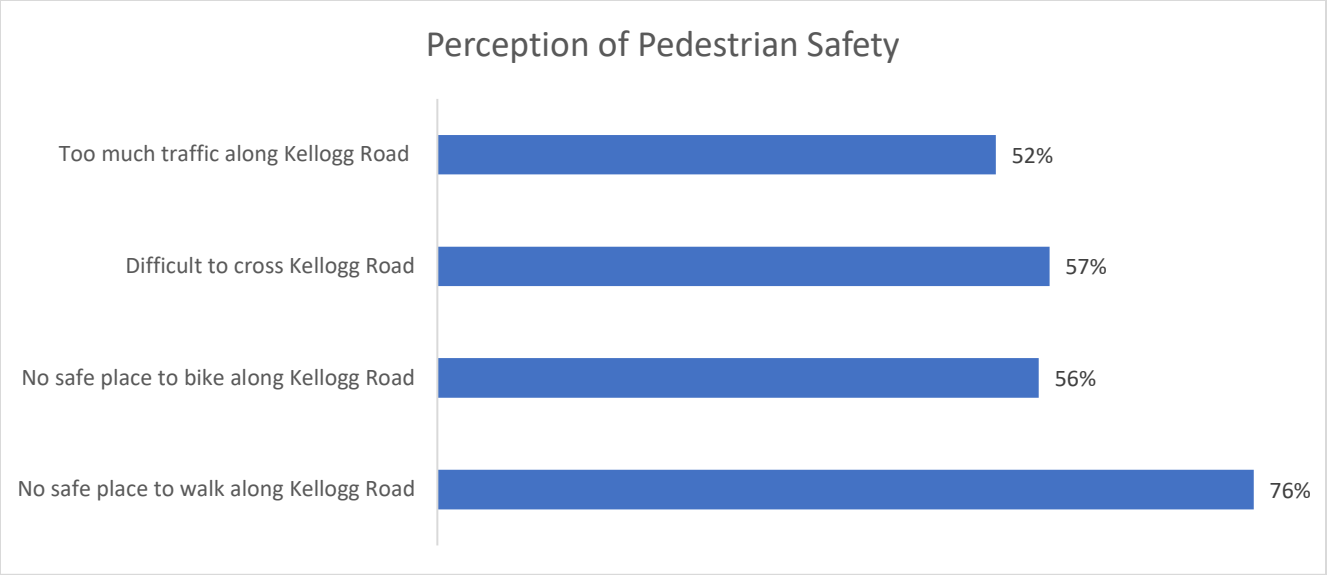
Almost all respondents (95%) highlighted Kellogg Road's commercial importance by indicating the most frequented reason for using Kellogg Road was to run errands such as grocery shopping, access the pharmacy, or complete other necessary tasks. The percentage of respondents who use the corridor for other reasons drops by over 30% for other uses such as going to a restaurant (63.3%), going retail shopping (52.3%), and visiting family and friends (50.4%). The smallest usage of Kellogg Road was for the purposes of commuting to work (37.1%) or commuting to school (15.4%).



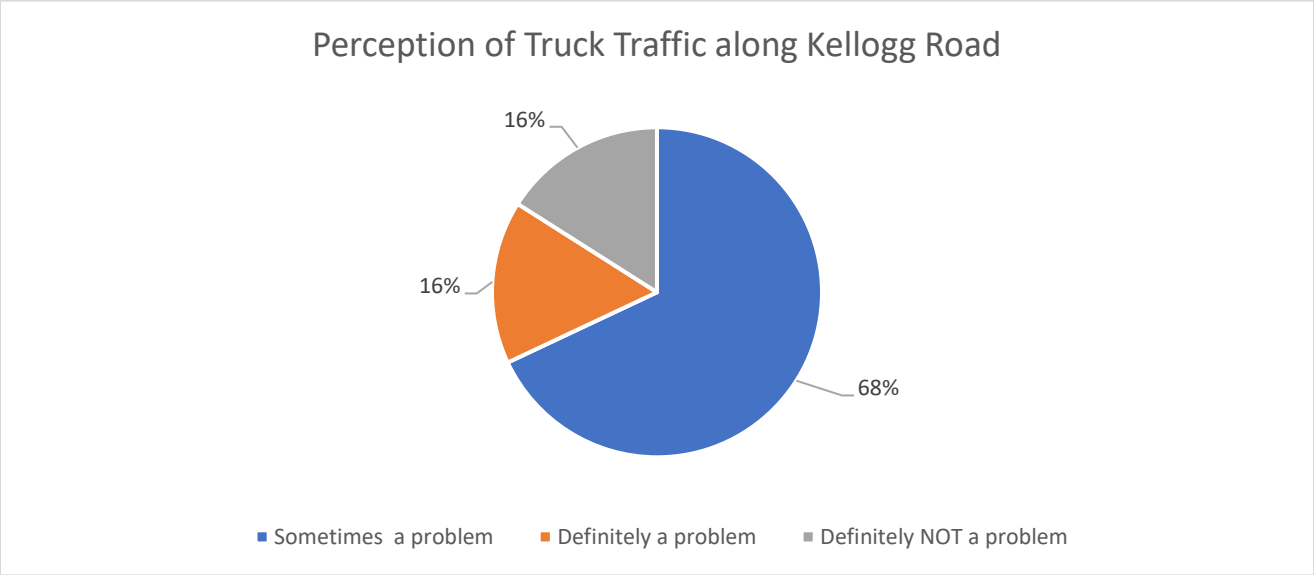
Concerns of Kellogg Road Travelers

Survey respondents traveling on Kellogg Road have a shared perception that the roadway is generally unsafe for pedestrians and bicyclists. When asked how safe users of Kellogg Road would feel if walking or biking on the corridor, the level of safety was ranked at a 2 out of 10. On a separate question in which respondents were asked to rate pedestrian mobility/walkability in the Kellogg Road Neighborhood from one (very difficult to walk/access) to four (extremely walkable/accessible), respondents provided an average of a 1.2 rating. More specifically, respondents found parks, trails, and other recreations to be the least accessible (60.3%) from Kellogg Road, followed by work (53.7%), and school (46.2%).

Regarding traffic concerns more broadly, there were a number of potential issues that respondents felt accurately applied to Kellogg Road. The main concerns were there is no place to walk safely (75.9%), followed by difficulty crossing the road (56.5%), and no place to safely bike across the road (55.9%). Inversely, just 12% of respondents indicated there was no place that they wanted to go within walking distance. The results suggest Kellogg Road hosts a wide variety of commercial and recreational venues, but they are difficult to access.



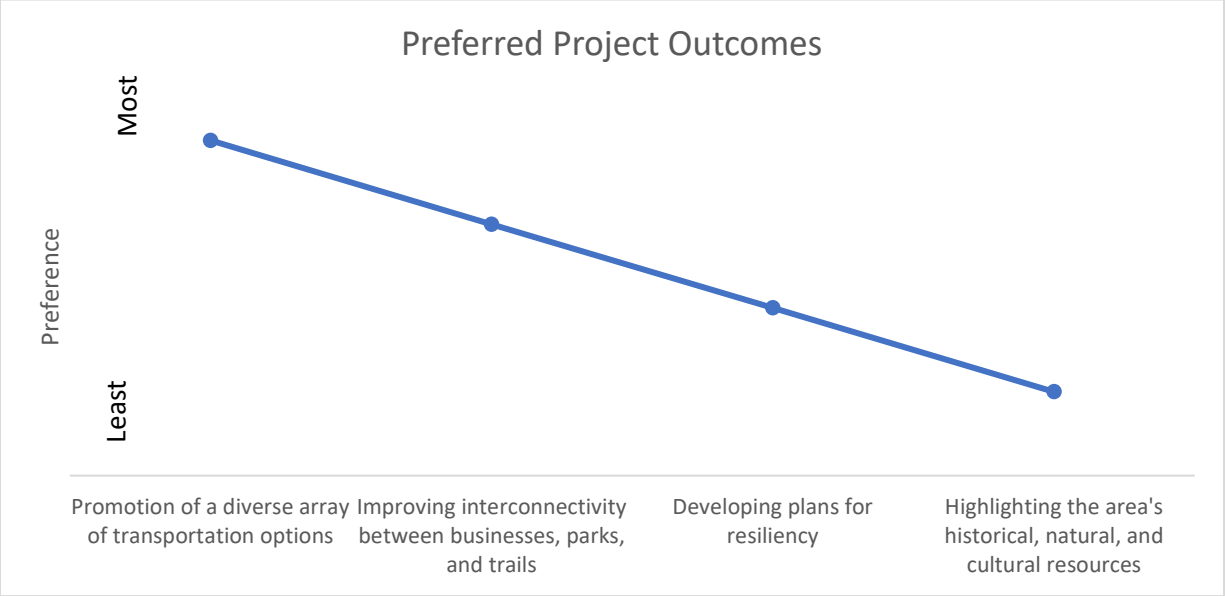
The survey also touched on the topic of commercial truck traffic, as this is frequently cited as a major point of discussion in areas with large amounts of commercial development. When asked if respondents thought commercial truck traffic was a problem along Kellogg Road, 75% of users indicated commercial truck traffic is a problem at least some of the time. However, most residents did not highlight this as a consistent or well-defined problem, as only 16.2% stated commercial traffic was definitely a problem, while a similar 15.6% said it was definitely not a problem.



Suggested Improvements and Outcomes from Kellogg Road Travelers

Respondents were provided an opportunity to rank a number of high-level conceptual project outcomes on a scale of one to five, with one being the most important outcome. The possible outcomes include: the promotion of a diverse array of transportation options, providing a sense

of place, improving interconnectivity between nearby community assets, creating additional climate and flood resiliency measures, and highlighting historical and cultural resources. The most frequently number one ranked outcome was the promotion of a diverse array of transportation options that are safe for bicycling, walking, running, public transit, and/or vehicles (53.39%). This is followed by improving interconnectivity between businesses, parks, and trails (35.75%) in rank two, and developing plans for resiliency (30.39%) in rank three. The least important outcome, with 62.44% of respondents ranking it at a five, was highlighting the area's historical, natural, and cultural resources.



When prompted to prioritize the specific improvements respondents would like to see along Kellogg Road, there was a notable preference for pedestrian-accommodating roadway improvements. Specifically, respondents were most interested in sidewalks (81.9%), intersection improvements (74%), and wide road shoulders (60.2%). There was a lesser degree of enthusiasm regarding bicycle infrastructure, as 40.2% of respondents wanted to see bike lanes added. Placemaking elements such as street trees (32.5%), planters or hanging flowers (26.2%), pedestrian-scale streetlights (23.46%), and decorative banners (11.5%) were the least prioritized element for the corridor. Finally, bio-retention and rain gardens, which were included in part due to the known flooding concerns along Kellogg Road, were a priority by just 29.6% of respondents.

Finally, respondents were provided a list of less tangible improvements that could be made to the Kellogg Road neighborhood and prompted to choose what improvements they would like to see made. The most preferred improvement was to decrease traffic congestion in the neighborhood (66.3%). This is followed by accessibility and pedestrian improvements such as improved connectivity between parks and trails (42.1%), and the addition of non-vehicular transportation options (40.5%). Some respondents also wanted to see a reduction in the number of trucks traveling through the area (32.14%). As was evident from the responses to

other questions, there was a comparative lack of interest in placemaking components such as street trees (27.9%), additional public recreational spaces (17.8%), and more event spaces (9.6%), as well as a lack of interest in increasing bus transit options (14.4%).

Kellogg Road LTPAP Public Meeting #2
New Hartford Public Library
May 22, 2023 @5:30 PM and 7:00 PM

Meeting Overview

The meeting was hosted by Herkimer Oneida County Transportation Council (HOCTC) staff and Oneida County Planning Staff with support provided by the Consultant Team including Planning4Places, LLC, Sam Schwartz, CLA Site, and Weston and Sampson. County Legislators in attendance included Mary Austin Pratt and Caroline Gable Reale.

Two meetings were held consecutively to provide an opportunity for the public to both hear the presentation and engage with HOCTC staff, the Consultant Team, and other attendees at the Open House portion of the meetings.

The meetings started with a PowerPoint presentation by Dana Crisino (HOCTC) and the Consultant Team. The presentations summarized the intent of the meeting and discussed next steps. The existing conditions analysis and findings were summarized and potential draft transportation concepts for the corridor were presented. HOCTC staff provided an overview of findings from the first public survey.

Addressing safety concerns was noted as of primary importance followed by addressing aesthetics (street trees, etc.). Details regarding corridor safety covering crash data, access management opportunities, and potential intersection improvement concepts were also presented. The use of green infrastructure and stormwater management (utilizing information provided by the Town's Engineering Consultant) were discussed as stormwater is an integral part of the corridor assessment.

Overall, attendees expressed an interest in the implementation of sidewalks along the corridor and crosswalks to provide dedicated places to cross the road. This finding is consistent with the results of Public Meeting #1 and Survey #1. Attendees also supported the concept of adding multi-use infrastructure to the corridor, though bicycle infrastructure preferences were more mixed. A concept presented to provide a trail connection from Kellogg Road along the railroad alignment to the library (as shown on graphics presented at the meeting) and potentially further toward Genesee Street (a concept not presented at the meeting) was raised as a connection of interest to several attendees.

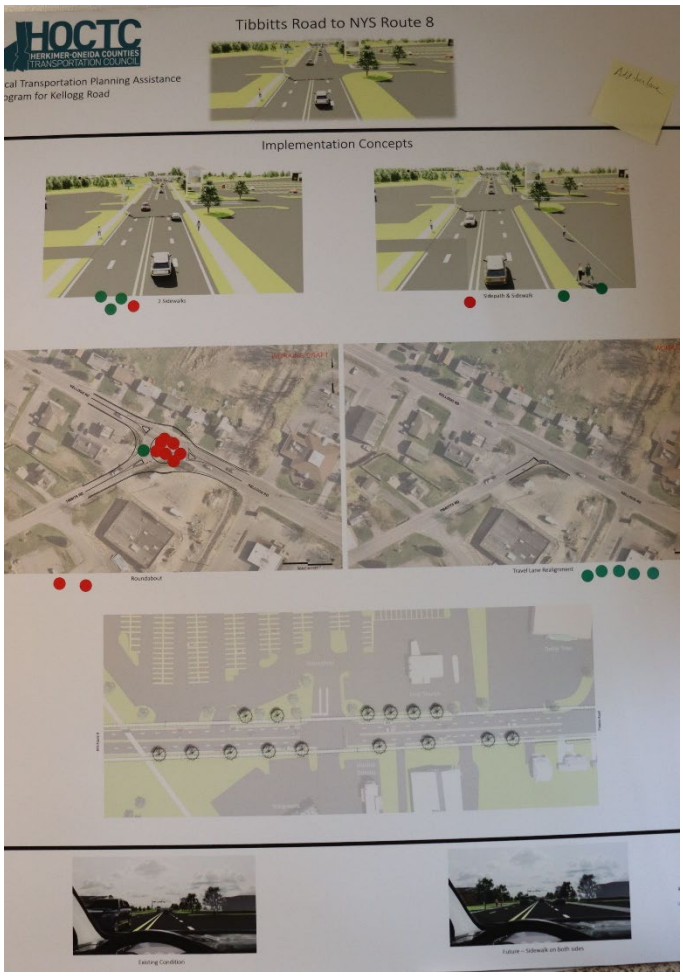
Attendees voiced a clear preference for intersection realignment concepts instead of the roundabout concepts at both the Oxford Road and Tibbitts Road intersections. Both roundabout concepts require encroachment into yards beyond the existing right-of-way and created potential issues with the alignment of existing driveways that would need to be addressed if a roundabout was to be considered.

Following the presentation, attendees reviewed display boards showing renderings of existing conditions and draft concepts, reviewed details on best practices for non-vehicular infrastructure placement, and reviewed a map denoting stormwater issues that was created by the Town Engineering Consultant specifically for this project. Attendees were asked to place a green sticker dot on concepts they preferred and a red dot on concepts that they did not prefer. Additional comments were provided via sticky notes and comment cards.

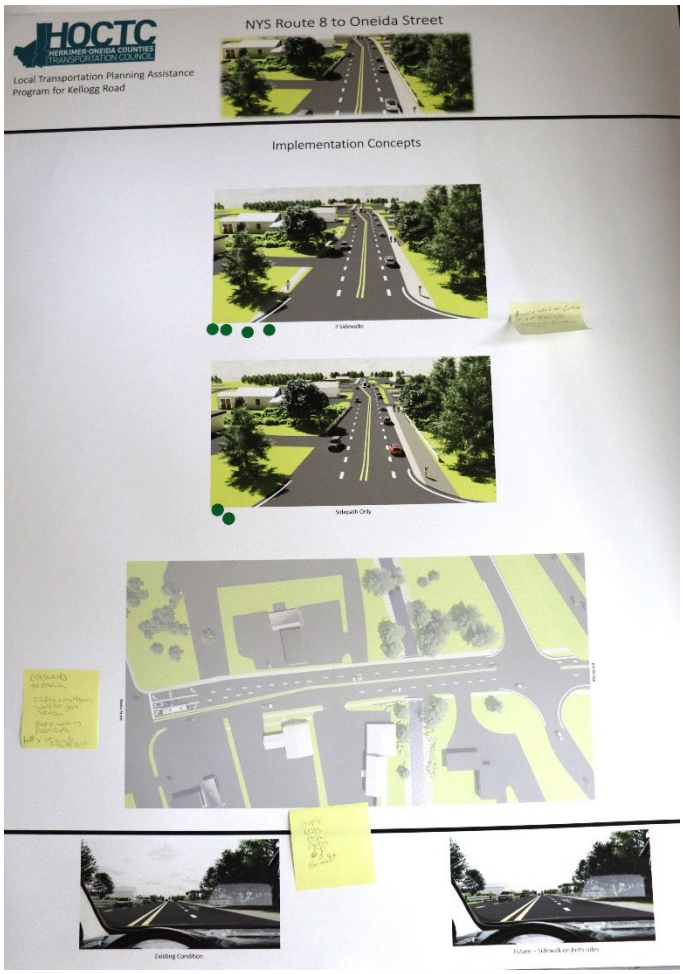
What We Heard

- Oxford Road to Tibbitts Road
    - Roundabouts at both the Oxford Road and Tibbitts Road intersections were not the preferred alternatives. Attendees voiced more support for realignment of lanes.
    - The small island proposal for the Oxford Road intersection was not preferred.
    - The stop sign on Kellogg Road should be moved closer to Oxford Road.
    - Sidewalk and bicycle lanes, as well as a gateway concept received support from attendees.
    - Access management opportunities for residential uses along this section of Kellogg Road were not preferred.

- Tibbitts Road to NYS Route 8
    - Roundabout concept for Tibbitts Road was not the preferred alternative. Attendees preferred the travel lane realignment.
    - Overall, sidewalks and a sidepath has more support than opposition.
    - The trail idea from Kellogg Road to the Library (and further to Genesee Street) garnered support.
    - Better access to the Dunkin Donuts is needed and could be found by utilizing the green space along the rail line.



- NYS Route 8 to Oneida Street
    - Sidewalks garnered the most support followed by a side path.
    - Crosswalks at the Kellogg Road/Oneida Street intersection are needed.
    - A bicycle lane headed south on Oneida street was noted as a desirable addition.
    - People cross the road at both the Hannaford and at Packy's Pub.
    - Access management opportunities between NYS Route 8 and Oneida Street garnered some support.



For a closer look at the Concept Boards, view the PowerPoint Presentation at:
https://ocgov.net/departments/planning/transportation/local-transportation-planning-assistance-program/ Kellogg Road Public Meeting #2 Slide Presentation

Kellogg Road LTPAP Public Meeting #3
St. John the Evangelist Church
November 2, 2023, at 3:30 PM and 6:00 PM

Meeting Overview

The meeting was hosted by the Herkimer-Oneida Counties Transportation Council (HOCTC) staff. County legislators in attendance included Mary Austin Pratt and Caroline Gable Reale.

Two meetings were held at different times throughout the afternoon to provide the public with an opportunity to attend when most convenient for them. Public Meeting #3 was hosted at different times than Public Meetings #1 and #2 to encourage attendance from residents who were unable to make past meetings due to a time conflict.

HOCTC Presentation

The meetings started with a PowerPoint presentation by Dana Crisino and Adam Palmer (HOCTC). The presentation began by summarizing the actions that had already been taken by HOCTC, which included a discussion on public engagement efforts, an analysis of existing roadway conditions and operations, and a community health profile. HOCTC staff also highlighted the results of past public surveys and discussed the purpose of public survey #3 to demonstrate how public feedback continues to guide the development of the project concepts.

Addressing access management concerns and facilitating safe passage for pedestrians and bicycles had been noted as important goals throughout the planning process. Intersections and pedestrian connections that required moderate or significant improvements to achieve these goals were emphasized in the presentation. Additional opportunities for amenities such as street trees, transit stops, and streetlights were integrated into the visioning diagram.

Throughout the presentation, attendees confirmed the results from past public surveys in expressing an interest in amenity-intense roadways with extensive safety controls for pedestrians and bicycles. This includes the addition of sidewalks and/or sidepaths extending from Oxford Road to Oneida Street. Attendees were also favorable towards the conceptual realignment of the intersections at Oxford Road and Tibbitts Road to increase driver awareness of pedestrians and other vehicles without the need to encroach beyond the public right-of-way. Finally, the public was agreeable that upgraded traffic signals were an important component of the project to address issues related to congestion and vehicle traffic flow.

Concept Design Review and Activities

After the presentation, attendees reviewed display boards depicting the conceptual design of different sections throughout Kellogg Road. The content included in the conceptual designs was influenced by the public feedback received from past public meetings and surveys. There were seven concept designs for the corridor.

Attendees were encouraged to participate in an activity called “Be the Banker”. The participants were given an imaginary $1 million consisting of 10 bills that they could “invest” into any number of corridor segment concepts. This investment would be based on which concept they felt was most beneficial, should be prioritized, and/or using another rationale indicating their preference for that concept. Once participants placed all their money in a bag associated with a specific concept, thus completing the activity, they were directed to indicate on a piece of paper whether the concepts presented at the meeting captured their thoughts and ideas. The results from each activity are presented in the following table.

Preference Ranking	Corridor Segment/Intersection	Activity Funds Allocated
1	Kellogg Road and Oneida Street	$3.8 Million
2	Kellogg Road and Hannaford Plaza	$3.6 Million
3	Kellogg Road and Oxford Road	$3.5 Million
4	Kellogg Road and Tibbitts Road	$3.1 Million
5	Kellogg Road and Harrogate Road	$1.5 Million
6	Kellogg Road and Route 8 South Ramps	$1.2 Million
7	Kellogg Road and Route 8 North Ramps	$.7 Million

HOCTC received 17 responses from meeting participants who were asked if the concepts presented at the meeting captured their thoughts and ideas about the corridor. Among these responses, 100% answered affirmatively.

What We Heard

HOCTC staff documented feedback from the public and encouraged participants to post written feedback on the concept designs or deposit it in a designated comment box before exiting the meeting. The following verbal or written comments were recorded:

Kellogg Road (Entire Corridor)

- There was a positive response to the installation of sidewalks and crosswalks on both Kellogg Road and Oxford Road
- There were some preferences for all multi-use paths to be located on the south side of Kellogg Road and all sidewalks to be placed on the north side of Kellogg Road
- The project should address the sewer and water main issues on the residential side of Kellogg Road
- A recommendation should be made to consolidate the transit stops on Kellogg Road and at the corner of Harrogate Road, by replacing them with just one stop at Hannaford Plaza
- The perception of safety has decreased on Kellogg Road since the opening of the Dollar Tree
- The roadway shoulder condition from Hannaford Plaza to Oxford Road needs improvements and should be considered as part of a proposed countermeasure
- Pedestrian traffic should be encouraged to travel down Harrogate Road instead of on Kellogg Road
- A recommendation should be made to limit on-street parking spots

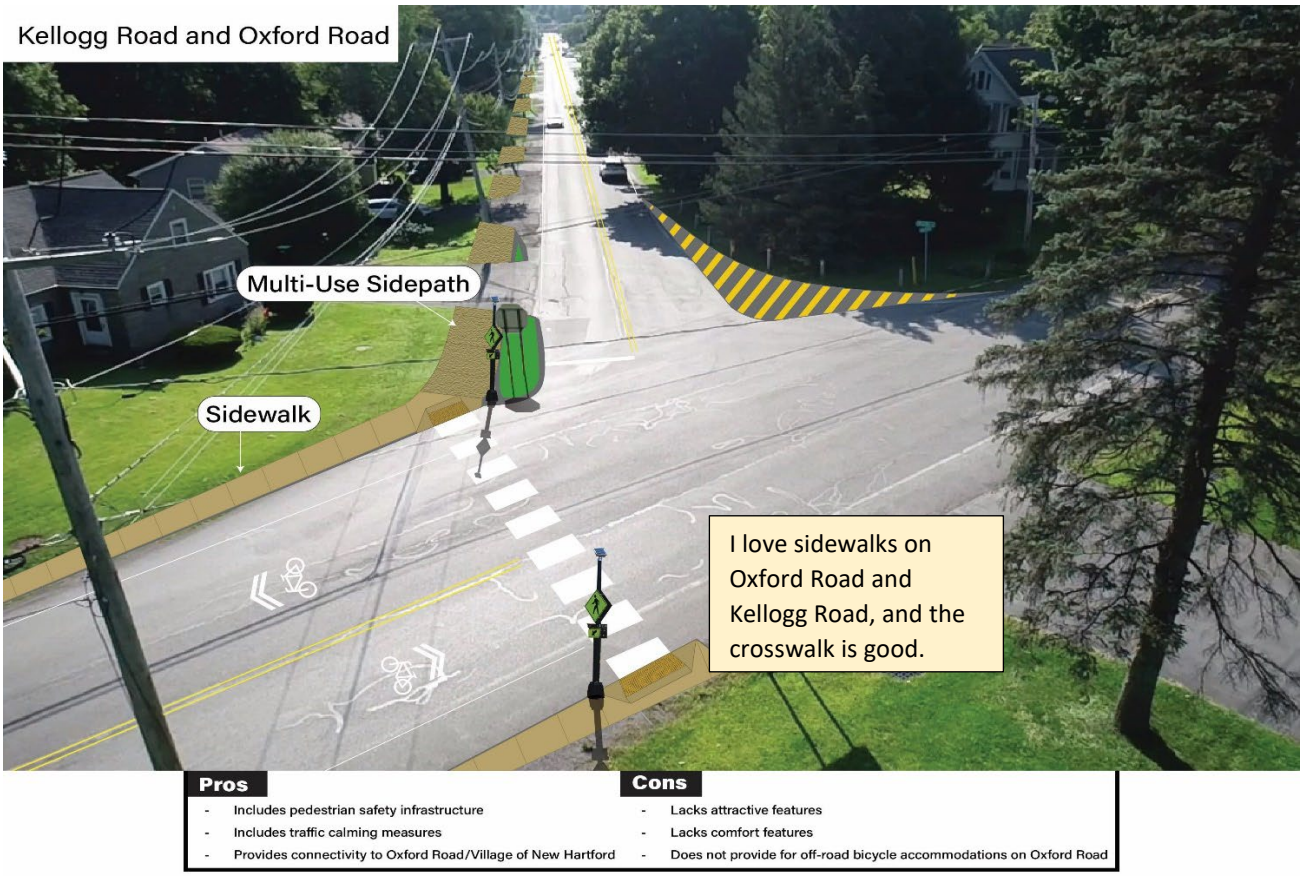
Kellogg Road and Tibbitts Road Intersection

- A recommendation should be made to lower the speed limit on Tibbitts Road as it approaches Kellogg Road
- Attendees mentioned that there were several instances when potential vehicle accidents nearly occurred at the Tibbitts Road intersection when vehicles were making a left turn onto Kellogg Road

Kellogg Road and Oneida Street Intersection

- There is a need for audio-visual crosswalk signals at all major intersections, with an especially high need at the Kellogg Road and Oneida Street intersections
- There was concern over the inclusion of sharrows on Oneida Street and whether it would increase bicycle and vehicle conflicts

Attendees had the opportunity to review seven conceptual designs depicting sections of Kellogg Road from the Oxford Road Intersection to the Oneida Street Intersection. The designs are located below with attached notes that were written by meeting attendees. Some comments have been altered to provide added clarity or context.



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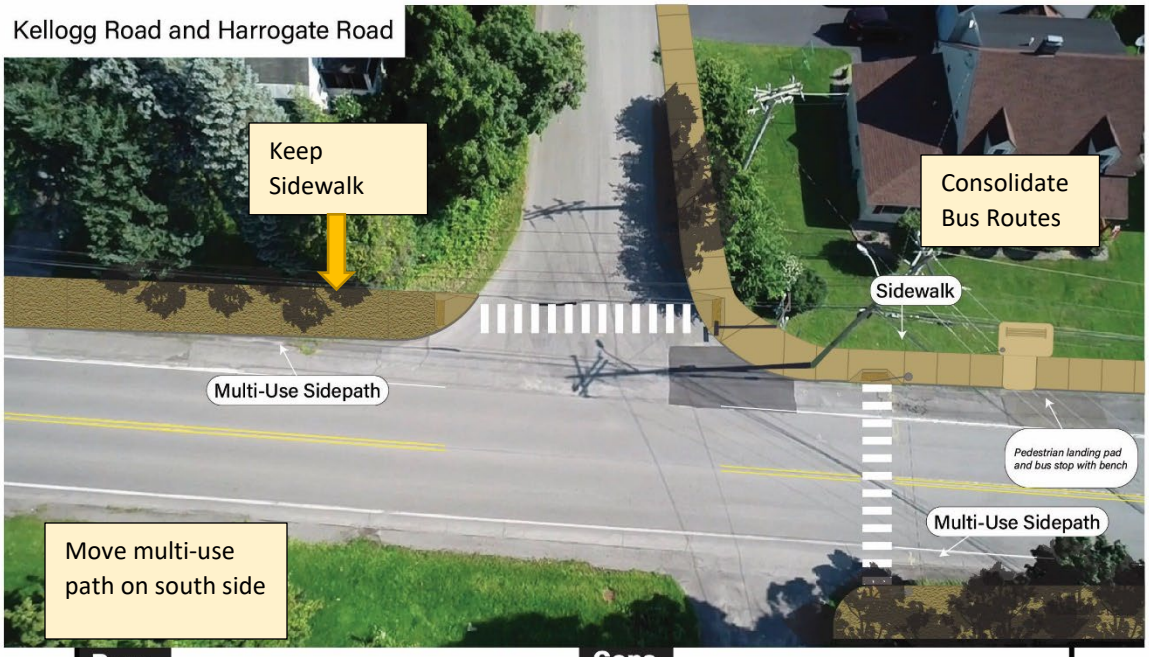
Kellogg Road and Harrogate Road



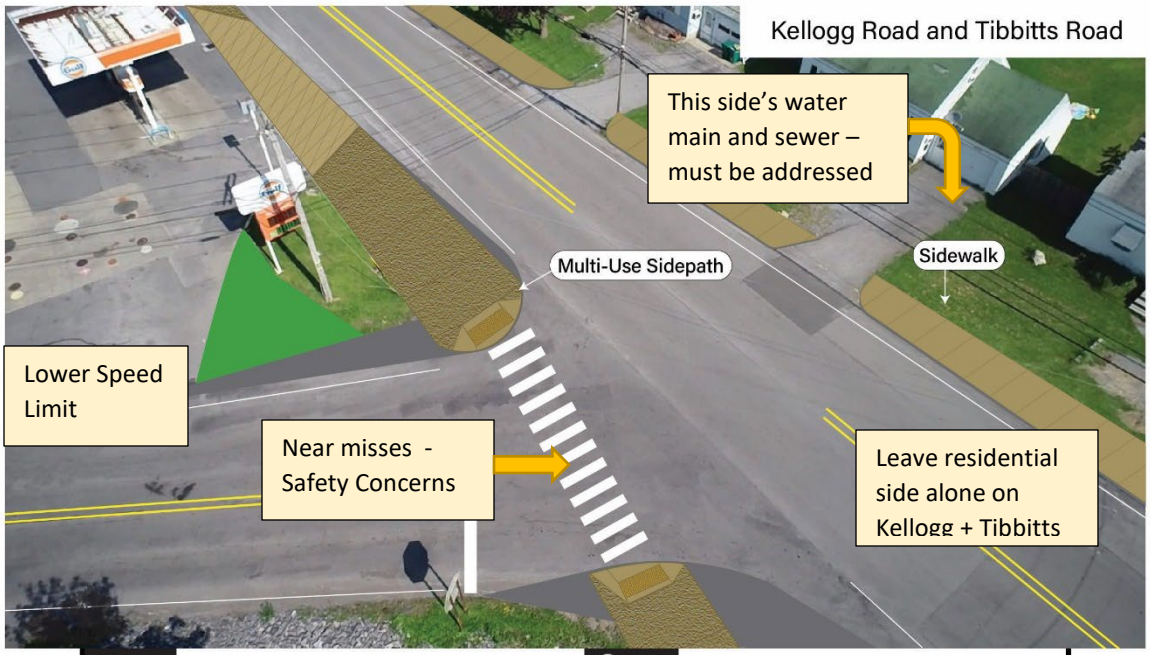
Pros

- Includes pedestrian safety infrastructure
- Comfort improvements and ADA Accessibility for bus stop
- Connectivity of Oxford Towne Apartments onto Kellogg Road

Cons

- Lacks attractive features
- Bicycles are accommodated in-road and on multi-use path; may create confusion.

Kellogg Road and Tibbitts Road



Pros

- Includes traffic calming measures
- Includes pedestrian safety infrastructure
- Includes additional greenspace

Cons

- Lacks attractive features
- Lacks comfort features
- Limited access management solutions

HOCTC
HERKIMER-ONEIDA COUNTIES TRANSPORTATION COUNCIL

Kellogg Road and Hannaford Plaza

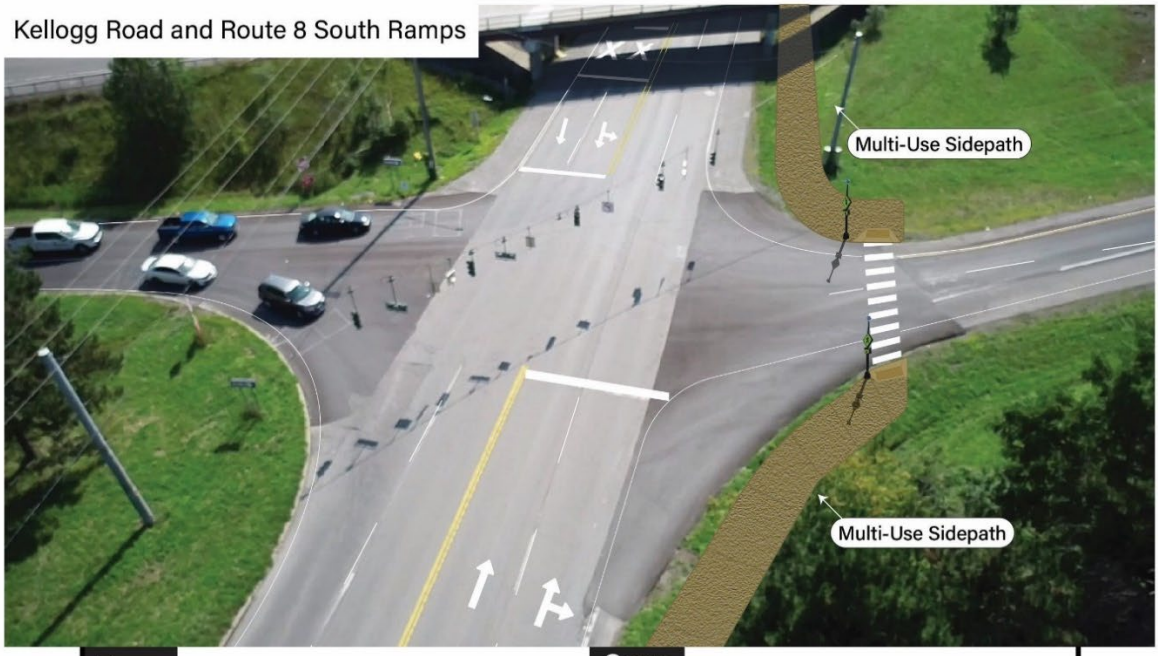
Pros

- Designated left and right turn lanes
- Signal timing adjustments for peak hour congestion
- Improves pedestrian and bike access to businesses

Cons

- Lacks attractive features
- Lacks comfort features
- Parking lot circulation issues are beyond the public road right-of-way.

Kellogg Road and Route 8 South Ramps



Pros

- Includes pedestrian safety infrastructure
- New pavement markings

Cons

- Lacks attractive features
- Pedestrian access limited to one side

HOCTC
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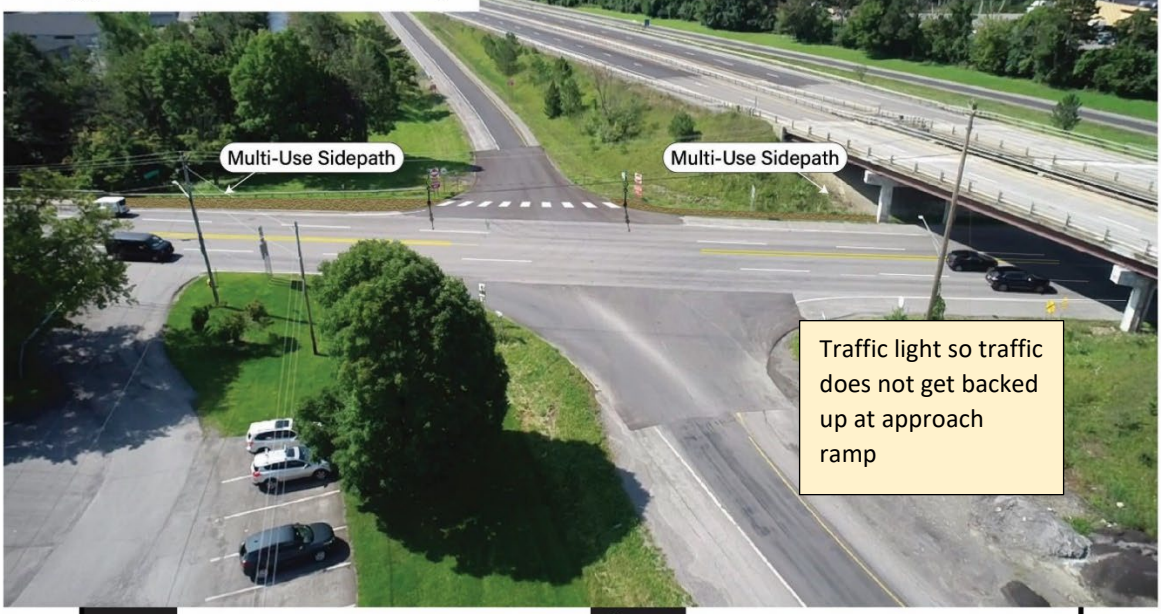
Kellogg Road and Route 8 North Ramps



Pros	Cons
- Includes pedestrian safety infrastructure	- Lacks attractive features
- Includes bicycle safety infrastructure	- Pedestrian access limited to one side

Kellogg Road and Oneida Street

Pros	Cons
- Includes pedestrian safety infrastructure	- Lacks attractive features
- Improvement of pavement markings	- Lacks comfort features
- Improves pedestrian access to businesses	- Limited access management solutions

What is the Local Transportation Planning Assistance Program (LTPAP)?

Herkimer-Oneida Counties Transportation Council's (HOCTC) Local Transportation Planning Assistance Program (LTPAP) provides funding for local governments to prepare community-based transportation and land use plans consistent with the Going Places Long Range Transportation Plan 2040. LTPAP projects provide access to transportation planning and engineering expertise under the Unified Planning Work Program 2022-2023 (UPWP).

HOCTC has two transportation projects in progress - Town of New Hartford (Kellogg Rd.) and City of Rome (W Chestnut St.). The Safety and Complete Streets studies will analyze corridor existing conditions and identify alternatives to provide safe, attractive, and comfortable access and travel for all users of the road. Using a complete streets design approach, the studies will consider the convenient access and mobility on the road network for motorists, pedestrians, bicyclists, and public transportation users. The studies will result in a preferred corridor design profile, based on a representative public input process that provides a clear implementation strategy to improve transportation operations, improve safety for all roadway users, and accommodate future growth and development.

Kellogg Road (Oneida County Route 26) in the Town of New Hartford has been identified as a local roadway of concern due to concerns related to operations, safety, and stormwater management. This study area includes a look at Kellogg Road from Oxford Road (western terminus) to the Oneida Street intersection (eastern terminus). Kellogg Road is a 0.6-mile road that serves as a connector between residential and commercial areas and the state roadway network and is situated in the Sauquoit Creek Basin floodplain. Development has created access management issues, created unsafe conditions for non-motorized users, and adversely impacted the natural flow of stormwater runoff.

Involved Organizations

- HOCTC
- Oneida County legislators
- Town of New Hartford elected officials and staff
- Consultant team

How Can You Help?

Spread the word and join us for public workshops. Bring us your thoughts and ideas on opportunities and constraints within your community. Your opinions matter!

For More Information Visit:

HOCTC website: https://ocgov.net/departments/planning/transportation/local-transportation-planning-assistance-program/

Interview Questions

1. What do you love about the Kellogg Road Corridor/Area?
2. What makes it unique?
3. What are you concerned about in the corridor?
4. How do you use the corridor (by car, bus, bike, or by walking)? What do you use most frequently and why? Any thoughts on the other modes (any not mentioned by the interviewee)?
5. Do you think any intersections need improvement?
6. Do you have any thoughts on connecting roads – improvements, connections to other areas?
7. Do you have any flooding-related concerns/have you seen flooding issues along the corridor?
8. Do you see opportunities for new development or redevelopment along the corridor? If so, where and what type of development would you like to see - retail stores, restaurants, mixed-use buildings, housing (what type)?
9. We have heard some interest in seeing a park (pocket park) being installed along the corridor. What are your thoughts on this?
10. Do you have other ideas you can share about potential future land uses?
11. Choosing between pedestrian and bicycle safety, traffic management, placemaking, and streetscape beautification, which of these are most important to you?
12. Is there anything else you would like to add, or discuss, regarding the Kellogg Road corridor?
13. Overall - What does your ideal corridor look like?

Appendix D – Health Profile

Existing Conditions on Kellogg Rd.

Health Profile

The Health Profile consists of three major themes:
1) Neighborhood Health Score
2) Air Quality
3) Recreational Value

The **Neighborhood Health Score** is composed of five key health factors:

- Asthma
- Obesity
- Diabetes
- Coronary Heart Disease
- Cholesterol

These five factors were scored on a scale of 0-20 with 20 being the healthiest score. These scores were then added together to get the total Neighborhood Health Score.

Air quality is an important determinant in understanding certain adverse health outcomes in the community. Certain traffic characteristics serve as a major contributor to poor air quality and an overall increase in harmful emissions. Air quality along the Kellogg Rd. corridor was reviewed using CDC environmental data and information gathered from various walk audit tools.

Recreational value provides insight on activities that promote a healthy lifestyle and are available to the public surrounding the corridor. A diversity of recreational offerings can encourage people to visit the corridor and engage in healthy lifestyle activities.

Existing Conditions on Kellogg Rd.

Health Profile

Neighborhood Health Score: 80.7/100

Asthma: **19.6** out of 20

Obesity: **18.8** out of 20

Diabetes: **17.9** out of 20

Coronary Heart Disease: **16.9** out of 20

Cholesterol: **7.6** out of 20

Air Quality

- AQI lower than Oneida County average of 7.48
- Ranked 35 out of 76 census tracks for most unhealthy air
- Air pollution detectable through odors
- High concentration of freight traffic

Recreational Value

- Trail Access
- Playground
- Sports field/court
- Open green space
- Dog Park

Appendix E– Cost Estimates

Cost Estimate Explanation

Planning level cost estimates were prepared for the proposed redesigns, by segment, for Kellogg Road. The estimated items represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. It was assumed future bids for these projects will fluctuate according to market conditions and commodity prices at the time of bidding, level of detail used in the preparation of the design documentation and specifications, final material selection, the bidding environment, and other variables. These preliminary estimates of probable construction costs are expected to fall within a range of bids from multiple competitive bid submissions from multiple qualified contractors. The estimates are for planning purposes only.

Town of New Hartford, New York

Local Transportation Planning Assistance Program - Kellogg Road Study

Intersection of Kellogg Road and Oxford Road

Preliminary Opinion of Probable Cost

Item	Qty	Unit	Unit Cost	Ext Cost
Site Preparation				
Site Demolition, Preparation & Earthwork	10,000	SF	$ 1.91	$ 19,100.00
Clearing & Grubbing	10000	SF	$ 0.85	$ 8,500.00
Pavement & Site Construction				
Crushed Stone Pavement (Trails)	0	SF	$ 3.16	$ -
Asphalt Pavement (Parking & Driveways)	0	SF	$ 6.63	$ -
Asphalt Pathway (10' wide)	1500	SF	$ 11.59	$ 17,385.00
Concrete Pavement (Sidewalks - 5' wide)	1250	SF	$ 15.22	$ 19,025.00
Unit Brick Paving with Concrete Base (Plazas, Walkways)	0	SF	$ 31.90	$ -
Granite Curb (Parking & Driveways)	0	LF	$ 44.00	$ -
ADA Curb Ramp	2	EA	$ 3,900.00	$ 7,800.00
Stormwater Management	0	LS	$ -	$ -
Assumed Utility Allowance	0	LS	$ -	$ -
Site Amenities				
Benches	0	EA	$ 2,681.88	$ -
RRFB	1	EA	$ 10,000.00	$ 10,000.00
PHB	0	EA	$ 50,000.00	$ -
Tables & Chairs	0	EA	$ 4,500.00	$ -
Bike Racks	0	EA	$ 615.83	$ -
Bollards	10	EA	$ 743.89	$ 7,438.90
Trash Receptacles	0	EA	$ 1,609.41	$ -
Planters	0	EA	$ 1,267.20	$ -
Tree Grates	0	EA	$ 1,413.58	$ -
Lighting (Ped style, incl. pole, luminaire, footing, elec, conduit)	3	EA	$ 11,750.00	$ 35,250.00
Flag Pole (30' height)	0	EA	$ 4,884.76	$ -
Monumental Signage	0	EA	$ -	$ -
Wayfinding Signage	0	EA	$ -	$ -
Informational Signage	0	EA	$ -	$ -
Decorative Fence	0	LF	$ 205.86	$ -
Decorative Vehicular Gates	0	EA	$ 2,253.39	$ -
Signal Upgrades				
Pedestrian Signal - RRFB	1	EA	$ 12,000.00	$ 12,000.00
Pavement / Traffic Markings & Signage				
Traffic Signage (Sign, post, footing & install)	10	EA	$ 711.57	$ 7,115.70
Traffic Markings	1200	LF	$ 3.31	$ 3,972.00
Sharrow Marking	2	EA	$ 175.00	$ 350.00
Bike Lanes (Decorative, Ruby Glass, 4' wide)	0	LF	$ 9.38	$ -
Bike Lanes (Painted)	0	LF	$ 3.04	$ -
Crosswalks (Decorative, Ruby Glass, 8' wide)	0	LF	$ 15.72	$ -
Crosswalks (Elevated, incl pavement install)	0	LF	$ 510.06	$ -
Crosswalks (Painted)	100	LF	$ 19.40	$ 1,940.00
Landscaping Improvements				
Tree Plantings	0	EA	$ 1,095.78	$ -
Shrub & Perennial Planting	4	EA	$ 70.65	$ 282.60
Turf & Grasses	5,000	SF	$ 2.25	$ 11,250.00
			Subtotal	**$ 161,409.20**
Contingencies				
Drainage & Erosion Control (5%)	1	LS	$	8,070.46
Mobilization, Bonds & Insurance (8%)	1	LS	$	12,912.74
Maintenance of Traffic (8%)	1	LS	$	12,912.74
General Conditions (8%)	1	LS	$	12,912.74
Escalation (6%)	1	LS	$	9,684.55
Construction / Design Contingency (25%)	1	LS	$	40,352.30
			CONSTRUCTION TOTAL:	**$ 258,254.72**
Consulting & Engineering Fees				
Site Survey (10%)	1	LS	$	25,825.47
Design & Engineering ($20,000 + 10%)	1	LS	$	45,825.47
Permitting & Public Engagement (15%)	1	LS	$	38,738.21
Construction Administration & Oversight (15%)	1	LS	$	38,738.21
			CONSULTING & ENGINEERING TOTAL:	**$ 149,127.36**
			GRAND TOTAL:	**$ 407,382.08**
			SAY	**$ 408,000.00**

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Town of New Hartford, New York

Local Transportation Planning Assistance Program - Kellogg Road Study

Kellogg Road: Oxford Road to Plaza

Preliminary Opinion of Probable Cost

Item	Qty	Unit	Unit Cost	Ext Cost
Site Preparation				
Site Demolition, Preparation & Earthwork	10,000	SF	$ 1.91	$ 19,100.00
Clearing & Grubbing	0	SF	$ 0.85	$ -
Pavement & Site Construction				
Crushed Stone Pavement (Trail to New Hartford Public Library - 10')	35000	SF	$ 3.16	$ 110,600.00
Asphalt Pavement (Parking & Driveways)	0	SF	$ 6.63	$ -
Asphalt Pathway (10' wide)	18140	SF	$ 11.59	$ 210,242.60
Concrete Pavement (Sidewalks - 5' wide)	5625	SF	$ 15.22	$ 85,612.50
Unit Brick Paving with Concrete Base (Plazas, Walkways)	0	SF	$ 31.90	$ -
Granite Curb (Parking & Driveways)	0	LF	$ 44.00	$ -
ADA Curb Ramp	10	EA	$ 3,900.00	$ 39,000.00
Stormwater Management	0	LS	$ -	$ -
Assumed Utility Allowance	0	LS	$ -	$ -
Site Amenities				
Benches	2	EA	$ 2,681.88	$ 5,363.76
PHB	0	EA	$ 50,000.00	$ -
Tables & Chairs	0	EA	$ 4,500.00	$ -
Bike Racks	0	EA	$ 615.83	$ -
Bollards	0	EA	$ 743.89	$ -
Trash Receptacles	0	EA	$ 1,609.41	$ -
Planters	0	EA	$ 1,267.20	$ -
Tree Grates	10	EA	$ 1,413.58	$ 14,135.80
Lighting (Ped style, incl. pole, luminaire, footing, elec, conduit)	24	EA	$ 11,750.00	$ 282,000.00
Flag Pole (30' height)	0	EA	$ 4,884.76	$ -
Monumental Signage	0	EA	$ -	$ -
Wayfinding Signage	0	EA	$ -	$ -
Informational Signage	0	EA	$ -	$ -
Decorative Fence	0	LF	$ 205.86	$ -
Decorative Vehicular Gates	0	EA	$ 2,253.39	$ -
Signal Upgrades				
Pedestrian Signal - RRFB	1	EA	$ 12,000.00	$ 12,000.00
Pavement / Traffic Markings & Signage				
Traffic Signage (Sign, post, footing & install)	12	EA	$ 711.57	$ 8,538.84
Traffic Markings	1600	LF	$ 3.31	$ 5,296.00
Sharrow Marking	0	EA	$ 175.00	$ -
Bike Lanes (Decorative, Ruby Glass, 4' wide)	0	LF	$ 9.38	$ -
Bike Lanes (Painted)	0	LF	$ 3.04	$ -
Crosswalks (Decorative, Ruby Glass, 8' wide)	0	LF	$ 15.72	$ -
Crosswalks (Elevated, incl pavement install)	0	LF	$ 510.06	$ -
Crosswalks (Painted)	550	LF	$ 19.40	$ 10,670.00
Landscaping Improvements				
Tree Plantings	10	EA	$ 1,095.78	$ 10,957.80
Shrub & Perennial Planting	10	EA	$ 70.65	$ 706.50
Turf & Grasses	41,184	SF	$ 2.25	$ 92,664.00
			Subtotal	**$ 906,887.80**
Contingencies				
Drainage & Erosion Control (5%)	1	LS	$	45,344.39
Mobilization, Bonds & Insurance (8%)	1	LS	$	72,551.02
Maintenance of Traffic (8%)	1	LS	$	72,551.02
General Conditions (8%)	1	LS	$	72,551.02
Escalation (6%)	1	LS	$	54,413.27
Construction / Design Contingency (25%)	1	LS	$	226,721.95
			CONSTRUCTION TOTAL:	**$ 1,451,020.48**
Consulting & Engineering Fees				
Site Survey (10%)	1	LS	$	145,102.05
Design & Engineering ($20,000 + 10%)	1	LS	$	165,102.05
Permitting & Public Engagement (15%)	1	LS	$	217,653.07
Construction Administration & Oversight (15%)	1	LS	$	217,653.07
			CONSULTING & ENGINEERING TOTAL:	**$ 745,510.24**
			GRAND TOTAL:	**$ 2,196,530.72**
			SAY	**$ 2,197,000.00**

These estimated items represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. We assume future bids for these projects will fluctuate according to market conditions at the time of bidding, level of detail used in the preparation of the design documentation and specifications, final material selection, the bidding environment, and other variables. These preliminary estimates of probable construction costs are expected to fall within a range of bids from multiple competitive bid submissions from multiple qualified contractors.

Town of New Hartford, New York

Local Transportation Planning Assistance Program - Kellogg Road Study

Kellogg Road: Plaza intersection with Hannaford and Walgreens driveways

Preliminary Opinion of Probable Cost

Item	Qty	Unit	Unit Cost	Ext Cost
Site Preparation				
Site Demolition, Preparation & Earthwork	5,000	SF	$ 1.91	$ 9,550.00
Clearing & Grubbing	0	SF	$ 0.85	$ -
Pavement & Site Construction				
Crushed Stone Pavement (Trails)	0	SF	$ 3.16	$ -
Asphalt Pavement (Parking & Driveways)	0	SF	$ 6.63	$ -
Asphalt Pathway (10' wide)	0	SF	$ 11.59	$ -
Concrete Pavement (Sidewalks - 5' wide)	200	SF	$ 15.22	$ -
Unit Brick Paving with Concrete Base (Plazas, Walkways)	0	SF	$ 31.90	$ -
Granite Curb (Parking & Driveways)	0	LF	$ 44.00	$ -
ADA Curb Ramp	8	EA	$ 3,900.00	$ 31,200.00
Stormwater Management	0	LS	$ -	$ -
Assumed Utility Allowance	0	LS	$ -	$ -
Site Amenities				
Benches	2	EA	$ 2,681.88	$ 5,363.76
RRFB	0	EA	$ 10,000.00	$ -
PHB	0	EA	$ 50,000.00	$ -
Tables & Chairs	0	EA	$ 4,500.00	$ -
Bike Racks	0	EA	$ 615.83	$ -
Bollards	6	EA	$ 743.89	$ 4,463.34
Trash Receptacles	0	EA	$ 1,609.41	$ -
Planters	0	EA	$ 1,267.20	$ -
Tree Grates	0	EA	$ 1,413.58	$ -
Lighting (Ped style, incl. pole, luminaire, footing, elec, conduit)	4	EA	$ 11,750.00	$ 47,000.00
Flag Pole (30' height)	0	EA	$ 4,884.76	$ -
Monumental Signage	0	EA	$ -	$ -
Wayfinding Signage	0	EA	$ -	$ -
Informational Signage	0	EA	$ -	$ -
Decorative Fence	0	LF	$ 205.86	$ -
Decorative Vehicular Gates	0	EA	$ 2,253.39	$ -
Signal Upgrades				
Fully Actuated Signal with Ped Phasing	1	EA	$ 365,000.00	$ 365,000.00
Pavement / Traffic Markings & Signage				
Traffic Signage (Sign, post, footing & install)	4	EA	$ 711.57	$ -
Traffic Markings	1000	LF	$ 3.31	$ 3,310.00
Sharrow Marking	0	EA	$ 175.00	$ -
Bike Lanes (Decorative, Ruby Glass, 4' wide)	0	LF	$ 9.38	$ -
Bike Lanes (Painted)	0	LF	$ 3.04	$ -
Crosswalks (Decorative, Ruby Glass, 8' wide)	0	LF	$ 15.72	$ -
Crosswalks (Elevated, incl pavement install)	0	LF	$ 510.06	$ -
Crosswalks (Painted)	500	LF	$ 19.40	$ 9,700.00
Landscaping Improvements				
Tree Plantings	0	EA	$ 1,095.78	$ -
Shrub & Perennial Planting	10	EA	$ 70.65	$ 706.50
Turf & Grasses	2,500	SF	$ 2.25	$ 92,664.00
			Subtotal	**$ 568,957.60**
Contingencies				
Drainage & Erosion Control (5%)	1	LS	$	28,447.88
Mobilization, Bonds & Insurance (8%)	1	LS	$	45,516.61
Maintenance of Traffic (8%)	1	LS	$	45,516.61
General Conditions (8%)	1	LS	$	45,516.61
Escalation (6%)	1	LS	$	34,137.46
Construction / Design Contingency (25%)	1	LS	$	142,239.40
			CONSTRUCTION TOTAL:	**$ 910,332.16**
Consulting & Engineering Fees				
Site Survey (10%)	1	LS	$	91,033.22
Design & Engineering ($20,000 + 10%)	1	LS	$	111,033.22
Permitting & Public Engagement (15%)	1	LS	$	136,549.82
Construction Administration & Oversight (15%)	1	LS	$	136,549.82
			CONSULTING & ENGINEERING TOTAL:	**$ 475,166.08**
			GRAND TOTAL:	**$ 1,385,498.24**
			SAY	**$ 1,386,000.00**

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Town of New Hartford, New York

Local Transportation Planning Assistance Program - Kellogg Road Study

Kellogg Road: Plaza to NYS Route 8

Preliminary Opinion of Probable Cost

Item	Qty	Unit	Unit Cost	Ext Cost
Site Preparation				
Site Demolition, Preparation & Earthwork	10,000	SF	$ 1.91	$ 19,100.00
Clearing & Grubbing	0	SF	$ 0.85	$ -
Pavement & Site Construction				
Crushed Stone Pavement (Trails)	0	SF	$ 3.16	$ -
Asphalt Pavement (Parking & Driveways)	0	SF	$ 6.63	$ -
Asphalt Pathway (10' wide)	5200	SF	$ 11.59	$ 60,268.00
Concrete Pavement (Sidewalks - 5' wide)	0	SF	$ 15.22	$ -
Unit Brick Paving with Concrete Base (Plazas, Walkways)	0	SF	$ 31.90	$ -
Granite Curb (Parking & Driveways)	0	LF	$ 44.00	$ -
ADA Curb Ramp	6	EA	$ 3,900.00	$ 23,400.00
Stormwater Management	0	LS	$ -	$ -
Assumed Utility Allowance	0	LS	$ -	$ -
Site Amenities				
Benches	0	EA	$ 2,681.88	$ -
RRFB	0	EA	$ 10,000.00	$ -
PHB	0	EA	$ 50,000.00	$ -
Tables & Chairs	0	EA	$ 4,500.00	$ -
Bike Racks	0	EA	$ 615.83	$ -
Bollards	6	EA	$ 743.89	$ 4,463.34
Trash Receptacles	0	EA	$ 1,609.41	$ -
Planters	0	EA	$ 1,267.20	$ -
Tree Grates	0	EA	$ 1,413.58	$ -
Lighting (Ped style, incl. pole, luminaire, footing, elec, conduit)	9	EA	$ 11,750.00	$ 105,750.00
Flag Pole (30' height)	0	EA	$ 4,884.76	$ -
Monumental Signage	0	EA	$ -	$ -
Wayfinding Signage	0	EA	$ -	$ -
Informational Signage	0	EA	$ -	$ -
Decorative Fence	0	LF	$ 205.86	$ -
Decorative Vehicular Gates	0	EA	$ 2,253.39	$ -
Signal Upgrades				
Railroad Pedestrian Signal	2	EA	$ 22,000.00	$ 44,000.00
Pedestrian Signal - RRFB	1	EA	$ 12,000.00	$ 12,000.00
Pavement / Traffic Markings & Signage				
Traffic Signage (Sign, post, footing & install)	0	EA	$ 711.57	$ -
Traffic Markings	500	LF	$ 3.31	$ -
Sharrow Marking	0	EA	$ 175.00	$ -
Bike Lanes (Decorative, Ruby Glass, 4' wide)	0	LF	$ 9.38	$ -
Bike Lanes (Painted)	0	LF	$ 3.04	$ -
Crosswalks (Decorative, Ruby Glass, 8' wide)	0	LF	$ 15.72	$ -
Crosswalks (Elevated, incl pavement install)	0	LF	$ 510.06	$ -
Crosswalks (Painted)	260	LF	$ 19.40	$ 5,044.00
Landscaping Improvements				
Tree Plantings	0	EA	$ 1,095.78	$ -
Shrub & Perennial Planting	10	EA	$ 70.65	$ -
Turf & Grasses	10,000	SF	$ 2.25	$ 92,664.00
			Subtotal	**$ 366,689.34**
Contingencies				
Drainage & Erosion Control (5%)	1	LS	$	18,334.47
Mobilization, Bonds & Insurance (8%)	1	LS	$	29,335.15
Maintenance of Traffic (8%)	1	LS	$	29,335.15
General Conditions (8%)	1	LS	$	29,335.15
Escalation (6%)	1	LS	$	22,001.36
Construction / Design Contingency (25%)	1	LS	$	91,672.34
			CONSTRUCTION TOTAL:	**$ 586,702.94**
Consulting & Engineering Fees				
Site Survey (10%)	1	LS	$	58,670.29
Design & Engineering ($20,000 + 10%)	1	LS	$	78,670.29
Permitting & Public Engagement (15%)	1	LS	$	88,005.44
Construction Administration & Oversight (15%)	1	LS	$	88,005.44
	CONSULTING & ENGINEERING			**$ 313,351.47**
			GRAND TOTAL:	**$ 900,054.42**
			SAY	**$ 900,100.00**

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Town of New Hartford, New York

Local Transportation Planning Assistance Program - Kellogg Road Study

Kellogg Road: NYS Route 8 to Oneida Street

Preliminary Opinion of Probable Cost

Item	Qty	Unit	Unit Cost	Ext Cost
Site Preparation				
Site Demolition, Preparation & Earthwork	2,500	SF	$ 1.91	$ 4,775.00
Clearing & Grubbing	0	SF	$ 0.85	$ -
Pavement & Site Construction				
Crushed Stone Pavement (Trails)	0	SF	$ 3.16	$ -
Asphalt Pavement (Parking & Driveways)	0	SF	$ 6.63	$ -
Asphalt Pathway (10' wide)	7000	SF	$ 11.59	$ 81,130.00
Concrete Pavement (Sidewalks - 5' wide)	2000	SF	$ 15.22	$ 30,440.00
Unit Brick Paving with Concrete Base (Plazas, Walkways)	0	SF	$ 31.90	$ -
Granite Curb (Parking & Driveways)	0	LF	$ 44.00	$ -
ADA Curb Ramp	6	EA	$ 3,900.00	$ 23,400.00
Stormwater Management	0	LS	$ -	$ -
Assumed Utility Allowance	0	LS	$ -	$ -
Site Amenities				
Benches	0	EA	$ 2,681.88	$ -
RRFB	0	EA	$ 10,000.00	$ -
PHB	0	EA	$ 50,000.00	$ -
Tables & Chairs	0	EA	$ 4,500.00	$ -
Bike Racks	0	EA	$ 615.83	$ -
Bollards	6	EA	$ 743.89	$ 4,463.34
Trash Receptacles	0	EA	$ 1,609.41	$ -
Planters	0	EA	$ 1,267.20	$ -
Tree Grates	0	EA	$ 1,413.58	$ -
Lighting (Ped style, incl. pole, luminaire, footing, elec, conduit)	8	EA	$ 11,750.00	$ 94,000.00
Flag Pole (30' height)	0	EA	$ 4,884.76	$ -
Monumental Signage	0	EA	$ -	$ -
Wayfinding Signage	0	EA	$ -	$ -
Informational Signage	0	EA	$ -	$ -
Decorative Fence	0	LF	$ 205.86	$ -
Decorative Vehicular Gates	0	EA	$ 2,253.39	$ -
Signal Upgrades				
Pedestrian Signal - RRFB	1	EA	$ 12,000.00	$ 12,000.00
Pavement / Traffic Markings & Signage				
Traffic Signage (Sign, post, footing & install)	0	EA	$ 711.57	$ -
Traffic Markings	600	LF	$ 3.31	$ -
Sharrow Marking	0	EA	$ 175.00	$ -
Bike Lanes (Decorative, Ruby Glass, 4' wide)	0	LF	$ 9.38	$ -
Bike Lanes (Painted)	0	LF	$ 3.04	$ -
Crosswalks (Decorative, Ruby Glass, 8' wide)	0	LF	$ 15.72	$ -
Crosswalks (Elevated, incl pavement install)	0	LF	$ 510.06	$ -
Crosswalks (Painted)	40	LF	$ 19.40	$ 776.00
Landscaping Improvements				
Tree Plantings	0	EA	$ 1,095.78	$ -
Shrub & Perennial Planting	0	EA	$ 70.65	$ -
Turf & Grasses	1,000	SF	$ 2.25	$ 92,664.00
			Subtotal	**$ 343,648.34**
Contingencies				
Drainage & Erosion Control (5%)	1	LS	$	17,182.42
Mobilization, Bonds & Insurance (8%)	1	LS	$	27,491.87
Maintenance of Traffic (8%)	1	LS	$	27,491.87
General Conditions (8%)	1	LS	$	27,491.87
Escalation (6%)	1	LS	$	20,618.90
Construction / Design Contingency (25%)	1	LS	$	85,912.09
			CONSTRUCTION TOTAL:	**$ 549,837.34**
Consulting & Engineering Fees				
Site Survey (10%)	1	LS	$	54,983.73
Design & Engineering ($20,000 + 10%)	1	LS	$	74,983.73
Permitting & Public Engagement (15%)	1	LS	$	82,475.60
Construction Administration & Oversight (15%)	1	LS	$	82,475.60
			CONSULTING & ENGINEERING	**$ 294,918.67**
			GRAND TOTAL:	**$ 844,756.02**
			SAY	**$ 845,000.00**

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Town of New Hartford, New York

Local Transportation Planning Assistance Program - Kellogg Road Study

Intersection of Kellogg Road and Oneida Street

Preliminary Opinion of Probable Cost

Item	Qty	Unit	Unit Cost	Ext Cost
Site Preparation				
Site Demolition, Preparation & Earthwork	2,500	SF	$ 1.91	$ 4,775.00
Clearing & Grubbing	0	SF	$ 0.85	$ -
Pavement & Site Construction				
Crushed Stone Pavement (Trails)	0	SF	$ 3.16	$ -
Asphalt Pavement (Parking & Driveways)	0	SF	$ 6.63	$ -
Asphalt Pathway (10' wide)	0	SF	$ 11.59	$ -
Concrete Pavement (Sidewalks - 5' wide)	1000	SF	$ 15.22	$ 15,220.00
Unit Brick Paving with Concrete Base (Plazas, Walkways)	0	SF	$ 31.90	$ -
Granite Curb (Parking & Driveways)	0	LF	$ 44.00	$ -
ADA Curb Ramp	8	EA	$ 3,900.00	$ 31,200.00
Stormwater Management	0	LS	$ -	$ -
Assumed Utility Allowance	0	LS	$ -	$ -
Site Amenities				
Benches	0	EA	$ 2,681.88	$ -
RRFB	0	EA	$ 10,000.00	$ -
PHB	0	EA	$ 50,000.00	$ -
Tables & Chairs	0	EA	$ 4,500.00	$ -
Bike Racks	0	EA	$ 615.83	$ -
Bollards	0	EA	$ 743.89	$ -
Trash Receptacles	0	EA	$ 1,609.41	$ -
Planters	0	EA	$ 1,267.20	$ -
Tree Grates	0	EA	$ 1,413.58	$ -
Lighting (Ped style, incl. pole, luminaire, footing, elec, conduit)	4	EA	$ 11,750.00	$ 47,000.00
Flag Pole (30' height)	0	EA	$ 4,884.76	$ -
Monumental Signage	0	EA	$ -	$ -
Wayfinding Signage	0	EA	$ -	$ -
Informational Signage	0	EA	$ -	$ -
Decorative Fence	0	LF	$ 205.86	$ -
Decorative Vehicular Gates	0	EA	$ 2,253.39	$ -
Signal Upgrades				
Fully Actuated Signal with Ped Phasing	1	EA	$ 365,000.00	$ 365,000.00
Pavement / Traffic Markings & Signage				
Traffic Signage (Sign, post, footing & install)	4	EA	$ 711.57	$ 2,846.28
Traffic Markings	2000	LF	$ 3.31	$ 6,620.00
Sharrow Marking	4	EA	$ 175.00	$ 700.00
Bike Lanes (Decorative, Ruby Glass, 4' wide)	0	LF	$ 9.38	$ -
Bike Lanes (Painted)	0	LF	$ 3.04	$ -
Crosswalks (Decorative, Ruby Glass, 8' wide)	0	LF	$ 15.72	$ -
Crosswalks (Elevated, incl pavement install)	0	LF	$ 510.06	$ -
Crosswalks (Painted)	626	LF	$ 19.40	$ 12,144.40
Landscaping Improvements				
Tree Plantings	0	EA	$ 1,095.78	$ -
Shrub & Perennial Planting	10	EA	$ 70.65	$ 706.50
Turf & Grasses	1,000	SF	$ 2.25	$ 92,664.00
			Subtotal	**$ 578,876.18**
Contingencies				
Drainage & Erosion Control (5%)	1	LS	$	28,943.81
Mobilization, Bonds & Insurance (8%)	1	LS	$	46,310.09
Maintenance of Traffic (8%)	1	LS	$	46,310.09
General Conditions (8%)	1	LS	$	46,310.09
Escalation (6%)	1	LS	$	34,732.57
Construction / Design Contingency (25%)	1	LS	$	144,719.05
			CONSTRUCTION TOTAL:	**$ 926,201.89**
Consulting & Engineering Fees				
Site Survey (10%)	1	LS	$	92,620.19
Design & Engineering ($20,000 + 10%)	1	LS	$	112,620.19
Permitting & Public Engagement (15%)	1	LS	$	138,930.28
Construction Administration & Oversight (15%)	1	LS	$	138,930.28
			CONSULTING & ENGINEERING	**$ 483,100.94**
			GRAND TOTAL:	**$ 1,409,302.83**
			SAY	**$ 1,410,000.00**

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