
Feasibility Study

Town of Horicon
Mill Pond Pedestrian Improvements

REVISED

Prepared for

A/GFTC

11 South St., Suite 203
Glens Falls, NY, 12801

Revision 2

February 28, 2023

Barton & Loguidice

Town of Horicon
Warren County, New York

FEASIBILITY STUDY

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Prepared For:

A/GFTC
11 South St., Suite 203
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Prepared By:

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1.0 Background and Introduction

The Town of Horicon and the Adirondack/Glens Falls Transportation Council (A/GFTC) initiated this project to investigate options for improving pedestrian mobility, pedestrian safety, and walkability around Mill Pond. This project was originally identified in the Town's 2019 First Wilderness Plan as one of many priority projects to be completed throughout the Town. Additionally in 2021, the Warren County Planning Department developed a virtual GIS tour of Mill Pond that includes a brief history, photographs, and notable destination points around Mill Pond. The vision of the Pedestrian Improvements Conceptual Design is to create an accessible path for those who would like to follow the historical tour in person.



Photo Credit - Warren County Planning Dept.

Please visit the tour page at the following link: [Town of Horicon's Mill Pond Tour](#).

Suggested improvements include a pedestrian crossing of NY Route 8 between the Horicon Public Beach and the Horicon Volunteer Fire Department and improved pedestrian facilities around the pond, including a formal pedestrian path and parking opportunities. Other benefits that can be realized as part of the suggested improvements include bank stabilization to reduce erosion, water quality improvements through green infrastructure practices, increased and more formal fishing access, and seating and viewing locations for the events that occur at the pond and in the vicinity during the spring, summer, and fall months.

2.0 Existing Conditions

2.1 Project Location and Land Use

The project study area is along NY Route 8 and Market Street encircling Mill Pond located at the southern end of Brant Lake that includes a mix of municipal, commercial, and residential properties.

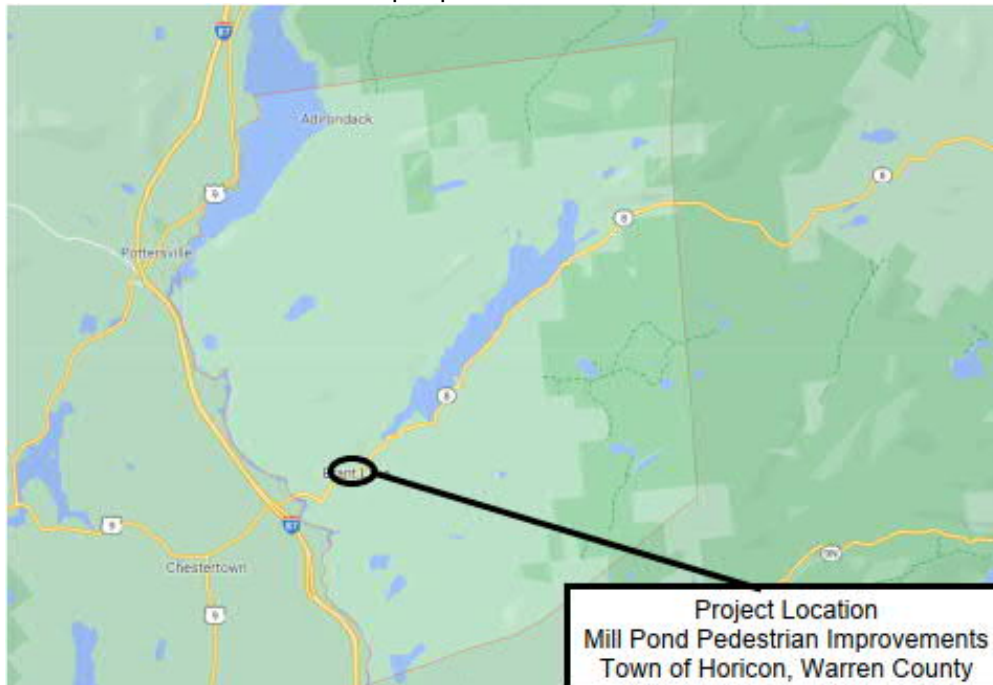
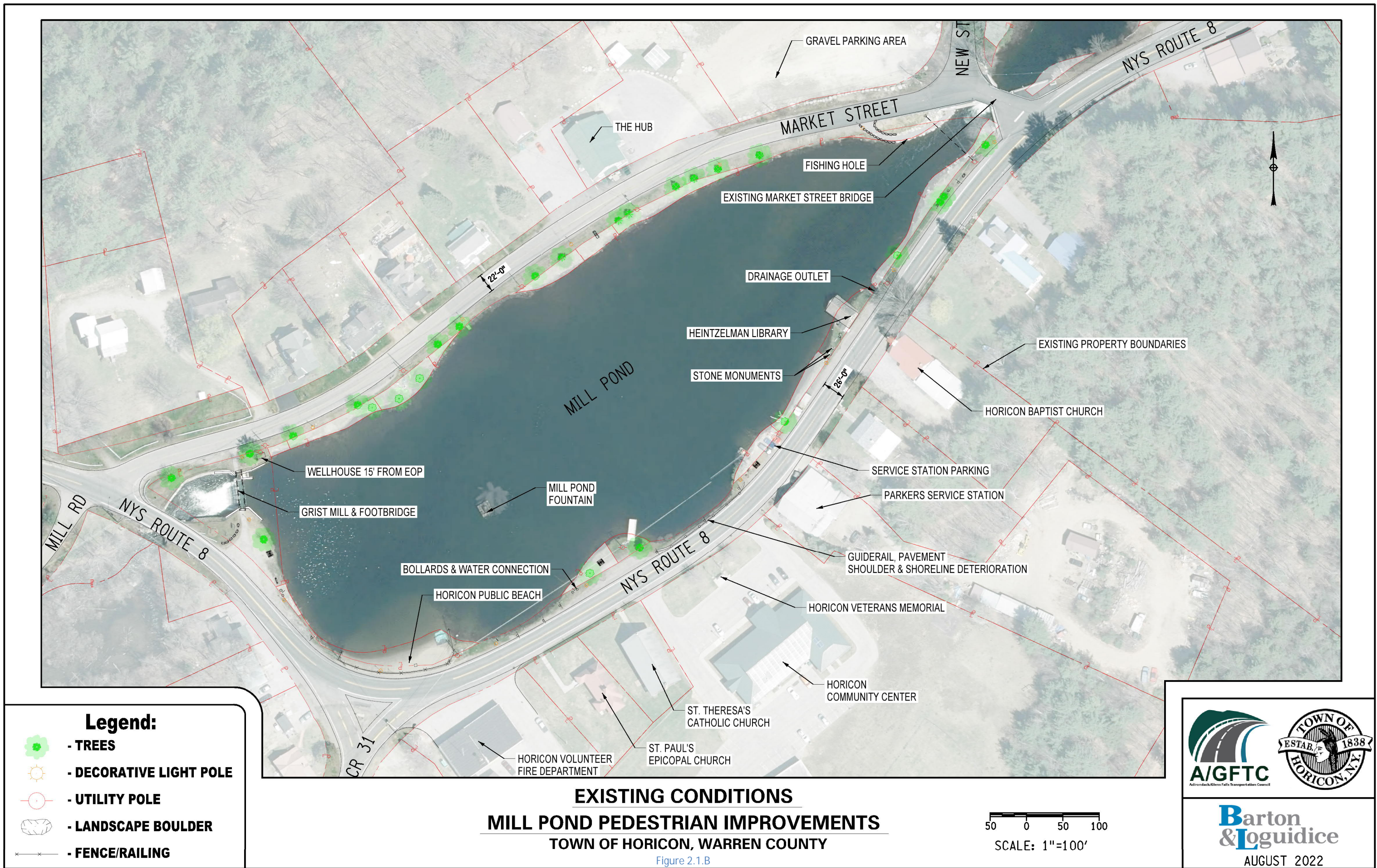


Figure 2.1 – Project Location Map (Reference: Google Maps)

Within the study area are several historical buildings and local recreational attractions such as the Horicon Community Center and Town offices, Volunteer Fire Department, the Heintzelman Library, the Horicon Public Beach, US Post Office, the Fishing Hole, and the gristmill and steel footbridge. In addition to the Town attractions, there are privately owned points of interest here as well including The Hub (Bike Shop/Restaurant/Bar), Brant Lake Bike Park, a General Store, and several churches. The Mill Pond area is the center for popular local events that draw large crowds such as Food Truck Fridays, Saturday morning swimming lessons, and Fireworks. Please refer to Figure 2.1.B for a graphical representation of the project area existing conditions.



2.2 Roadway Geometry and Roadside Conditions

NY Route 8 is a state owned Rural Major Collector with 11 ft. wide travel lanes and shoulders varying from 2 ft. to 6 ft. in width. NY Route 8 winds around the east side of Mill Pond and includes a non-standard horizontal radius curve adjacent to the beach and intersection with Horicon Avenue (CR 31). Sight distance is limited in this area, restricted by the sharp curve and fencing around the beach area. The posted speed limit on NY Route 8 is 35 MPH through the study area.



NY Route 8 at the Heintzelman Library



NY Route 8 at the Horicon Public Beach

At the western end of the project limits, an existing steel footbridge is located over the pond and the dam that outlets to Spuytenduivel Brook. The historical sign at the footbridge marks the location of where a Grist Mill was once in operation dating back to 1865. It is anticipated that the footbridge will be utilized by the final pedestrian circulation path.



Existing Footbridge

Market Street is a Warren County owned roadway that is maintained by the Town. The roadway consists of 22 ft. of paved asphalt that follows the west shoreline of the pond and intersects with NY Route 8 at the north and south end of the pond. The posted speed limit is 25 MPH on Market Street.



Market St. across from The Hub

Roadside conditions vary throughout the corridors. The outside of the roadways consists of grassed lawns, driveways and parking lots with all buildings at least 12 ft. from the roadway edge. Sections of the side slopes from the roadways edge to the water's edge are steep with several feet of vertical drop. The width between the water's edge and roadway ranges from 3 ft. wide to 20 ft. wide with guiderail present in multiple narrow sections where there is limited recovery area. Trees, signs, and street lights are located along the roadside in the wider sections.

2.3 Pedestrian and Traffic Conditions

Existing traffic information was collected and pedestrian activity were observed utilizing field observations and mounted cameras.

Automatic traffic recorders (ATR) were deployed on NY Route 8, approximately 500 ft. north of the Fire Department to obtain vehicular volume and speed data. The ATRs were active between Thursday July 7, 2022 and Monday July 11, 2022. The data collected with the ATRs was compared with NYSDOT traffic data viewer and was found to be comparable, revealing a weekday peak period between 4:00 PM to 6:00 PM. The Average Annual Daily Traffic (AADT) was approximately 3,000 vehicles per day.

Vehicular speed was also recorded on NY Route 8 which showed an average speed of 32 MPH with an 85th percentile speed of 38 MPH

Pedestrian activity was monitored during peak hours and special events to determine general circulation paths and where pedestrians are currently crossing NY Route 8. Crossing habits, walking patterns, potential conflicts, pedestrian volume, user types (age, mobility challenges) other data was collected. Consistent with the Town's observations the majority of pedestrians cross NY Route 8 between the Fire Department and Town Hall en-route to/from the parking area behind the Fire Department and the public beach. The study also revealed that almost an equal number of people are parking in the northern gravel parking area next to The Hub; crossing the Market St. Bridge and walking along NY Route 8 on the pond side traveling north and south. There were no vehicular conflicts with pedestrians witnessed during the observation period.

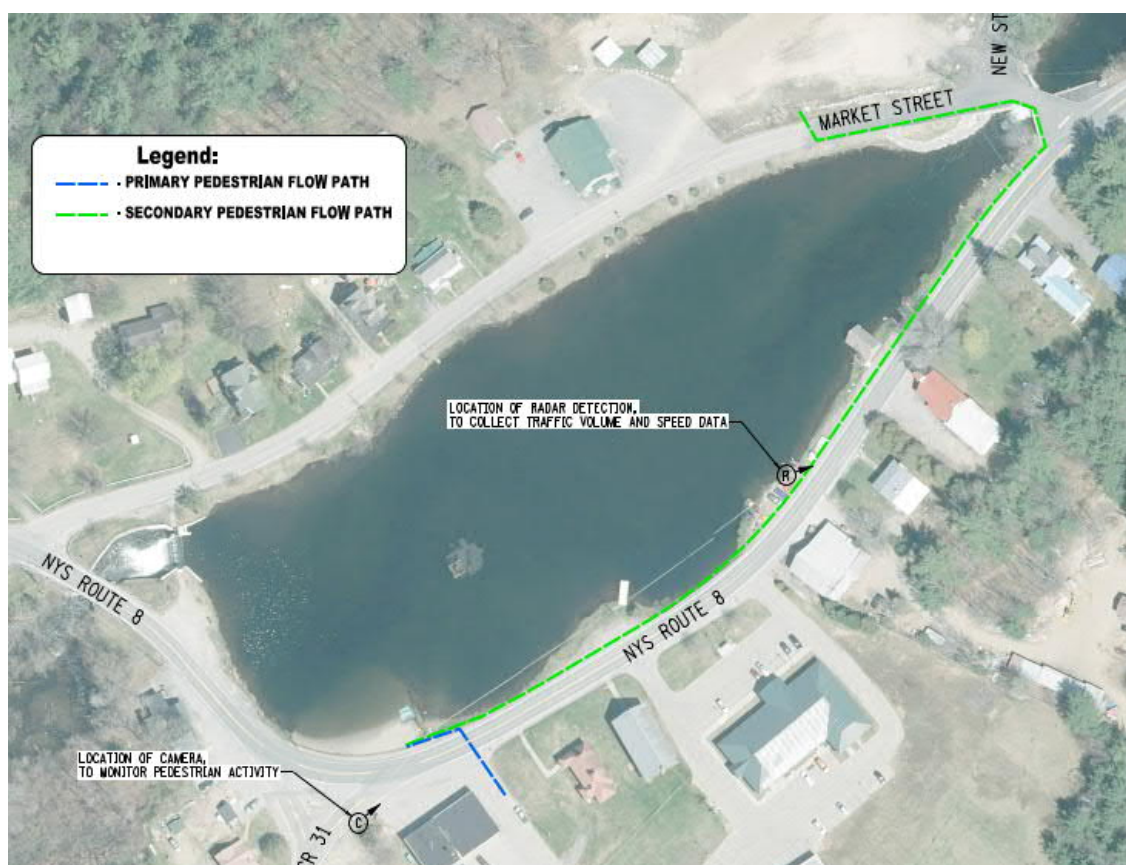


Figure 2.3 – Pedestrian Circulation Path and Radar & Camera Locations

During the popular Food Truck Friday event there was a large volume of pedestrians moving throughout the entire Mill Pond area. The majority of people parked at the gravel parking area next to The Hub, or along Market Street to the south and walked along the shoulder to the Town Hall parking lot where the event is held. The high volume of people during the event did seem to have an impact on vehicular flow slowing down traffic and some vehicles having to wait for people crossing the road.

2.4 Crash History

The most recent 3 year crash history for the project area was requested from the NYSDOT Accident Location Information System. During this time period there were no reported accidents within the project area.

2.5 Right of Way

Highway and property boundaries were obtained from the Warren County GIS tax map viewer. It should be noted that tax maps are not boundary surveys and should not be used for establishing property lines for construction purpose, but the information is acceptable for preliminary investigations to identify where more detailed investigations are needed. The tax maps depict a highway boundary width of 48 ft. to 50 ft. wide (assumed to be a 3 rod road) for both NY Route 8 and Market St. Although Mill Pond is owned by the Town of Horicon, it was noted that there are several 10 ft. to 20 ft. wide parcels of privately owned land between the highway boundary and the water's edge.

3.0 Conceptual Pedestrian Improvement Options

For the purpose of this analysis, existing conditions were evaluated to determine the best design solution that meets the project goals and objectives. The factors which affect the feasibility of construction include current traffic patterns, right-of-way impacts (if any), roadside obstacles, environmental impacts, and stormwater/drainage.

3.1 NY Route 8 Crosswalk from the Beach

The determination for locating a mid-block crossing from the Volunteer Fire Department to the Public Beach is based on the observed circulation of pedestrians and measured sight distance. As seen in the screen shot below, taken from a video clip on Friday, July 8th, 2022 during the Town's Food Truck Friday weekly event. Pedestrians routinely crossed NY Route 8 at the eastern end of the Volunteer Fire Departments driveway.



In accordance with the NYSDOT Highway Design Manual, Chapter 2, the standard minimum stopping sight distance for a Rural Collector road with a design speed of 40 MPH is 271 ft. As shown in Figure 3.1, the placement of the crosswalk in the location that is currently utilized by pedestrians will have a non-standard stopping sight distance (175 ft.) for NY Route 8 northbound vehicles. It is noted that the 85th percentile speed was captured just north of the Community Center in a more straight alignment area of NY Route 8 and near the Public Beach vehicles are slowing down due to the sharp curvature of the road.



Figure 3.1 – NY Route 8 Crosswalk Location

To increase driver awareness of the crosswalk, it is suggested to accompany the pedestrian crossing signs with Rectangular Rapid Flashing Beacons (RRFBs). RRFBs consist of two rectangular yellow lights that flash at an alternating frequency when activated. The lights are activated through a pushbutton located on the sign post. According to the FHWA, RRFBs are particularly effective for mid-block crossings of multi-lane roadways with speed limits of 40 MPH or less as well as they increase motorist yielding rates for up to 98%.



Figure 3.2 – RRFB with Pedestrian Pushbutton and Crossing Signs (Source: TAPCO, Inc.)

3.2 Pedestrian Path Encircling Mill Pond

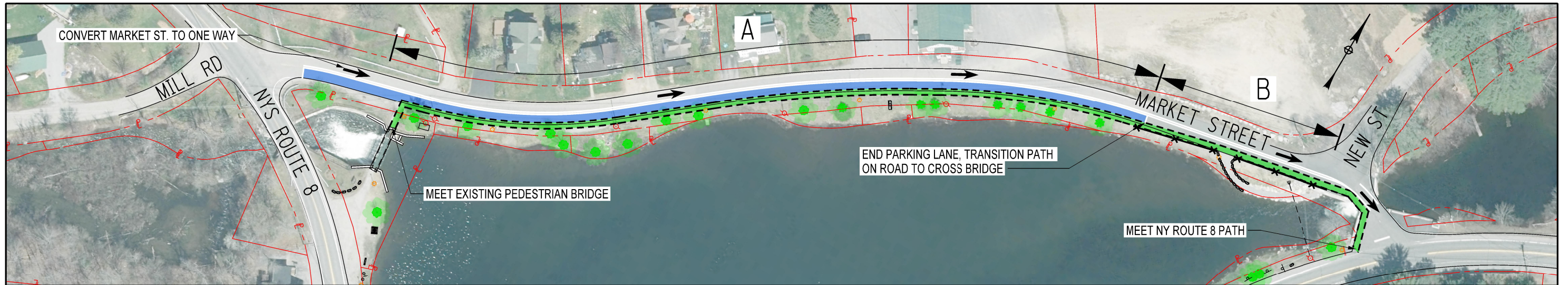
Several alternatives were evaluated on both Market St. and NY Route 8 to determine the feasibility, cost, and impacts of constructing a formalized 6 ft. wide pedestrian path around Mill Pond. The alternatives for each road are presented separately so a combination of the alternatives can be implemented.

3.3 Market St.

3.3.1 Market St. Alternative No. 1 - One Way with Parking Lane

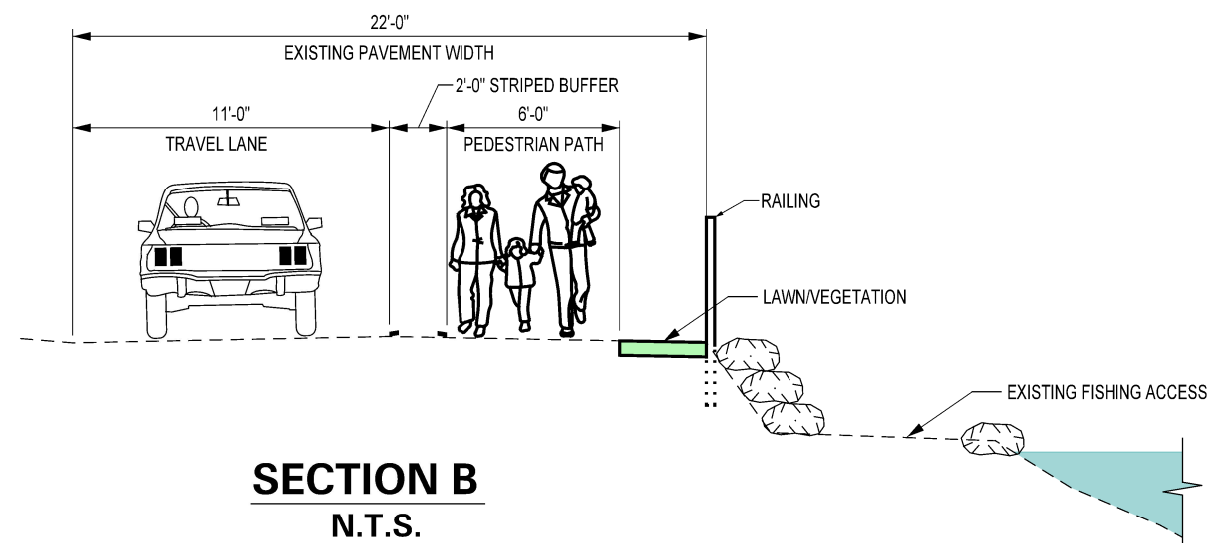
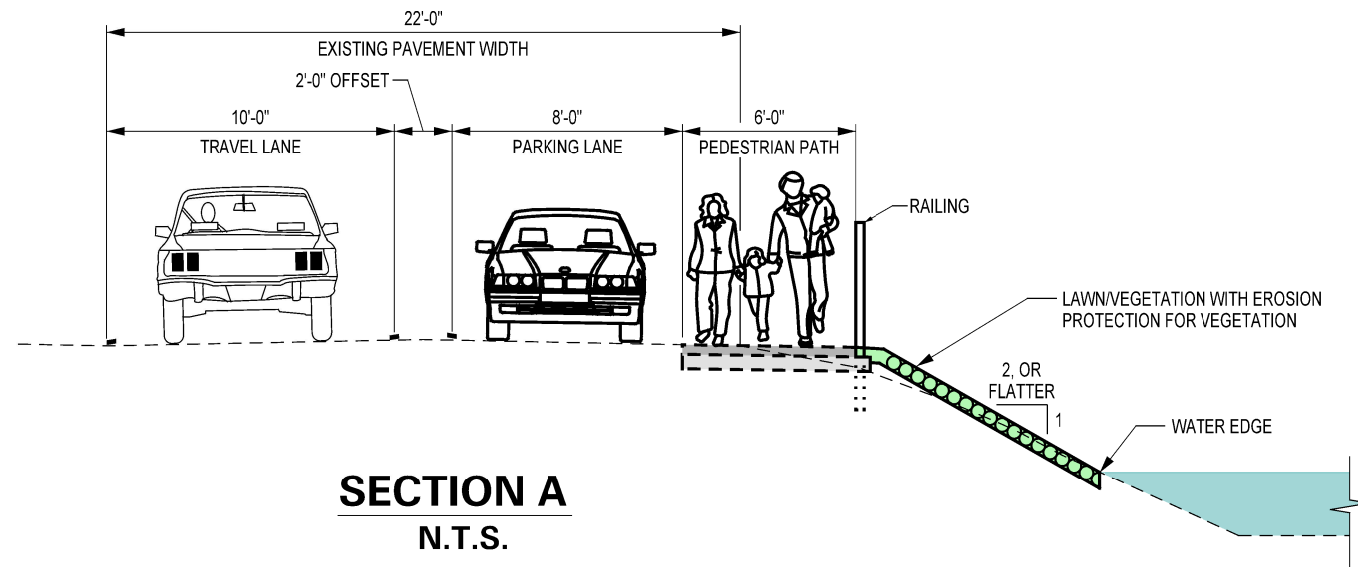
This alternative will include the conversion of Market St. to a northbound one way road with a 10 ft. travel lane for vehicles and 8 ft. parking lane. The 6 ft. wide pedestrian path will be constructed adjacent to the road on the pond side using either concrete or crushed stone to delineate the path from the road. Overall the footprint will be 22 ft. wide and will have limited impacts to the side slopes in this area.

The pedestrian path on Market St. will begin at the existing steel footbridge located at the southwest end of the project and continue along the road to the northeast. The path will transition to the existing pavement near the Fishing Hole. The one-way conversion of Market St. will provide available width across the existing bridge over Mill Pond to be re-purposed for the pedestrian path to connect to the NY Route 8 North intersection.



MARKET ST. ALTERNATIVE NO. 1, ONE-WAY WITH PARKING LANE
TOWN OF HORICON, WARREN COUNTY

50 0 50 100
 SCALE: 1"=100'



Legend:

- TREES
- DECORATIVE LIGHT POLE
- UTILITY POLE
- LANDSCAPE BOULDER
- FENCE/RAILING
- PARKING
- PEDESTRIAN PATH
- RETAINING WALL
- BOARDWALK

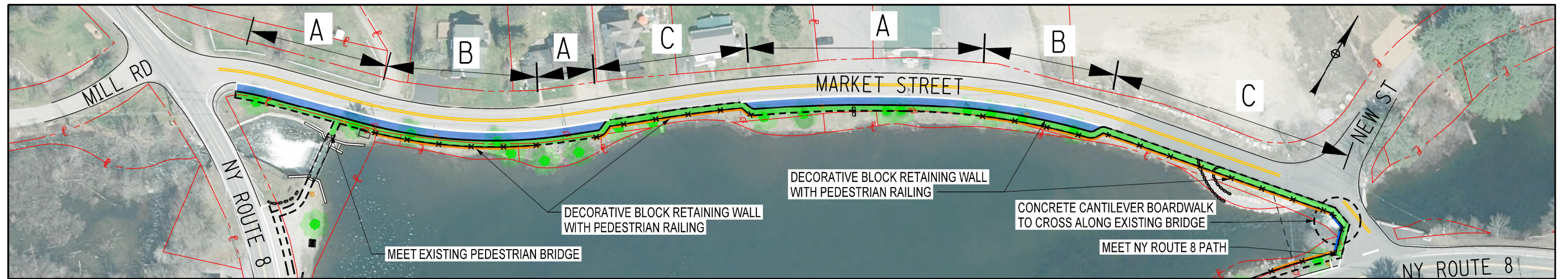
Figure 3.3.1

3.3.2 Market St. Alternative No. 2 – Two-way with Parking Areas

Market St. was evaluated to maintain the existing two-way vehicular travel while also providing the 6 ft. wide pedestrian path and maximizing potential on road parking. The additional width associated with the two vehicular travel lanes requires the pedestrian path to be constructed over the existing side slopes to Mill Pond that will require the installation of retaining walls. This alternative will encroach on several private properties that will require easements to be acquired. In order to navigate the path over the northern Mill Pond inlet, a cantilevered bridge structure is proposed to provide the necessary width for the pedestrian path without replacing the existing Mill Pond inlet culvert structure.

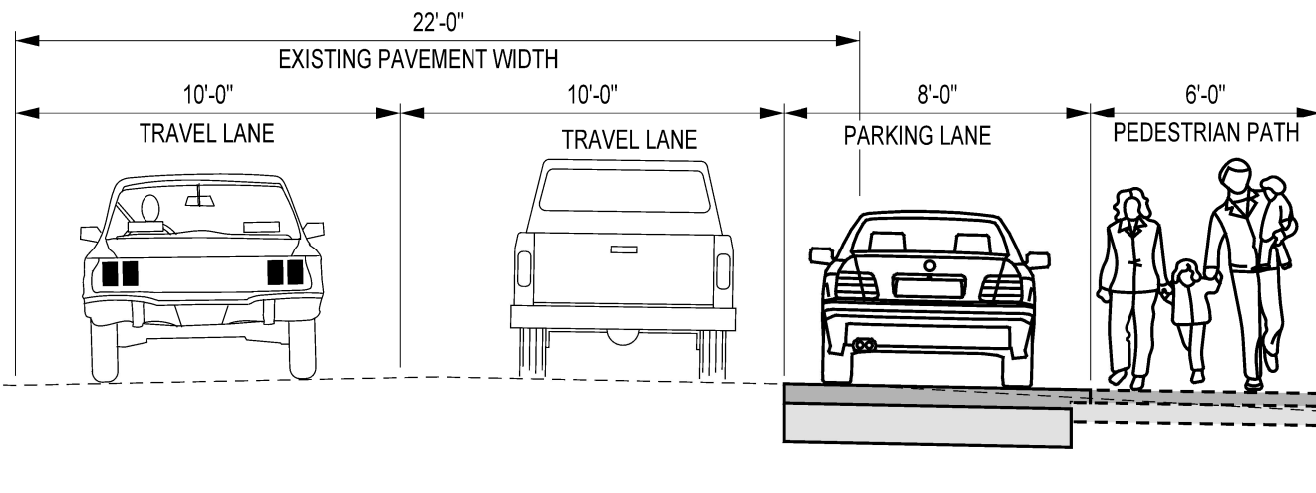


Figure 3.3.2 – Cantilever Bridge Sidewalk (Source: Creative Composites Group)

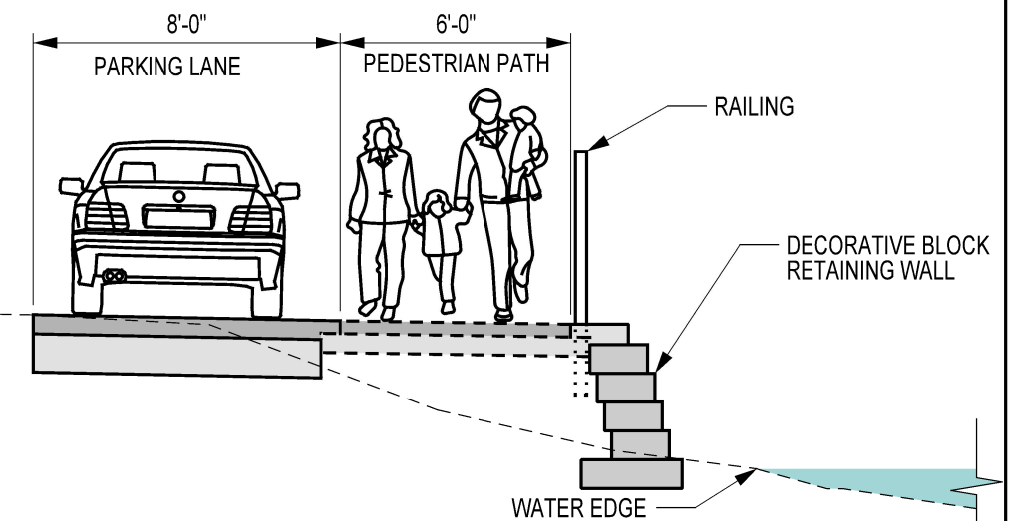


MARKET ST. ALTERNATIVE NO. 2, TWO-WAY WITH PARKING AREAS
TOWN OF HORICON, WARREN COUNTY

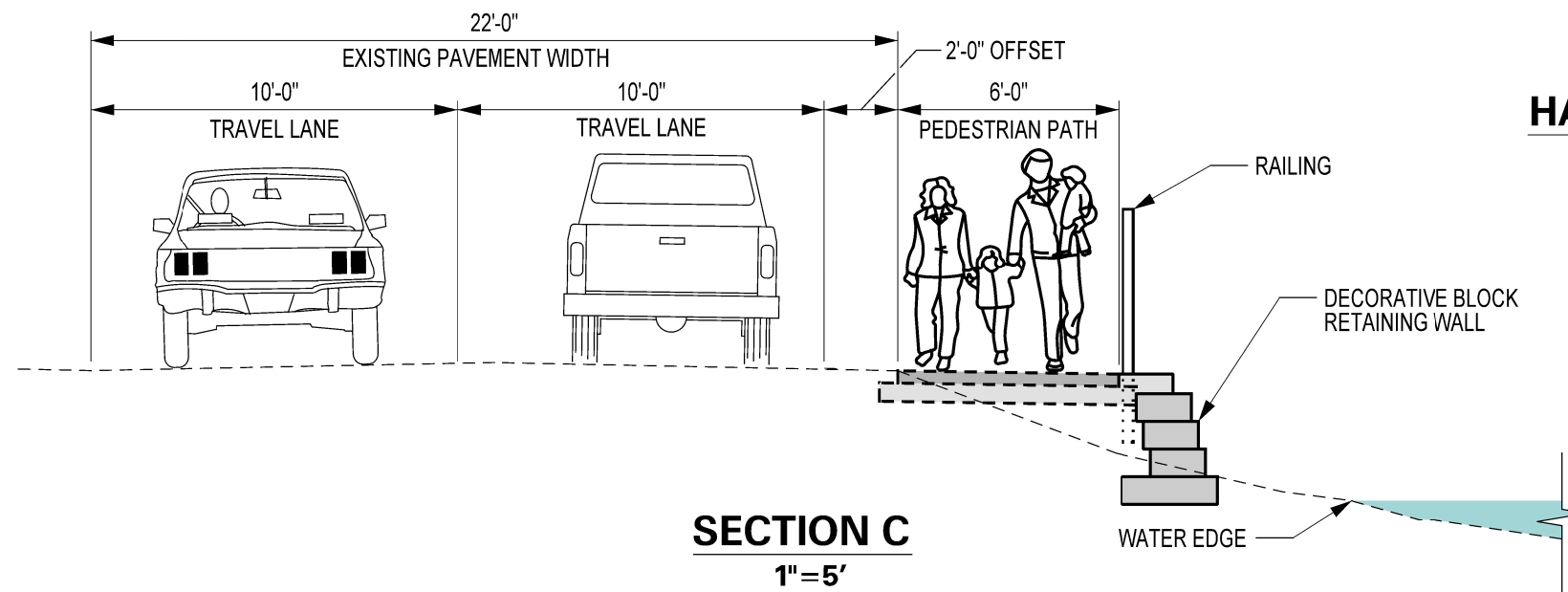
50 0 50 100
SCALE: 1"=100'



SECTION A
1"=5'

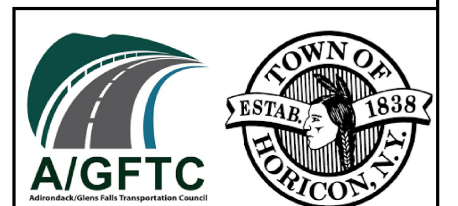


HALF SECTION B
1"=5'



SECTION C
1"=5'

- Legend:**
- TREES
 - DECORATIVE LIGHT POLE
 - UTILITY POLE
 - LANDSCAPE BOULDER
 - FENCE/RAILING
 - PARKING
 - PEDESTRIAN PATH
 - RETAINING WALL
 - BOARDWALK



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AUGUST 2022

Figure 3.3.2-1

3.4 NY Route 8

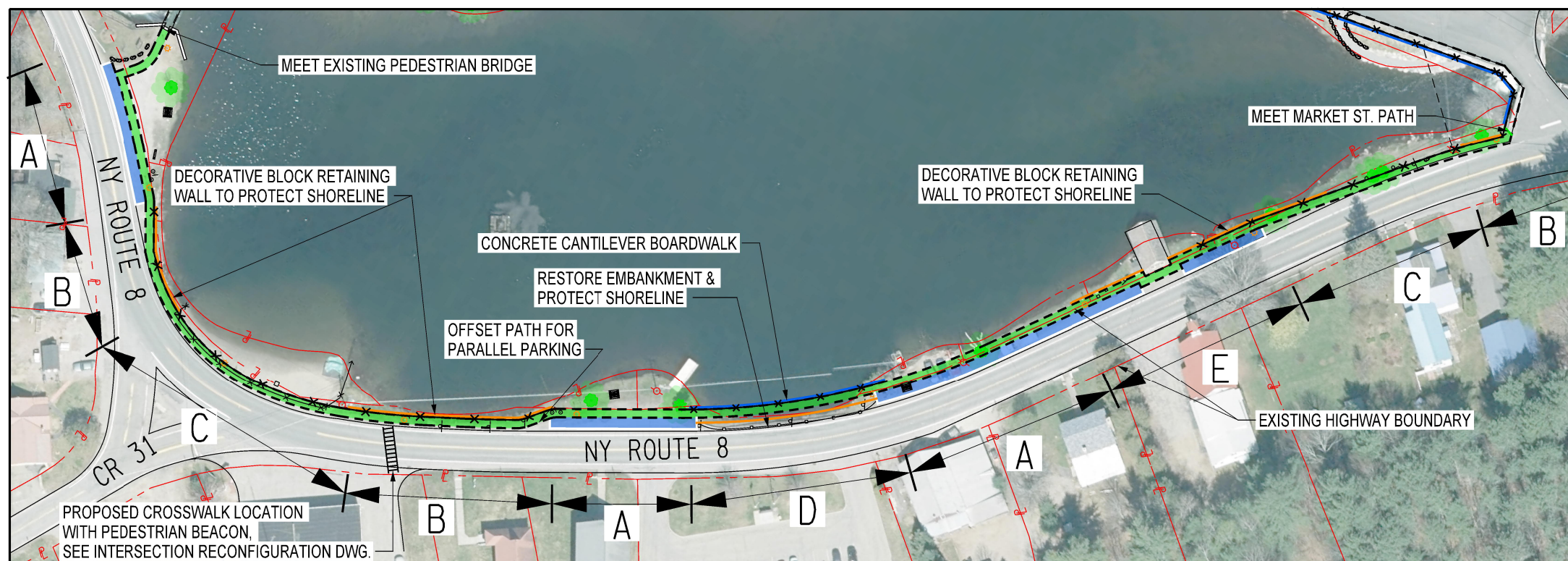
3.4.1 NY Route 8 Alternative No. 1 – Limited Parking

A 6 ft. wide path would be constructed along NY Route 8 that would be offset from the existing edge of pavement a minimum of 2 ft. There are several sections where the side slope drops off sharply down to the water. In these areas a retaining wall is proposed to protect the shoreline from erosion and provide a foundation for the pedestrian path.

A short segment of the pedestrian path across from the Community Center, where the alignment will be over the water's edge will require the installation of a pre-cast concrete boardwalk structure. Please refer to figure 3.4.1 for representative picture of a boardwalk installation.

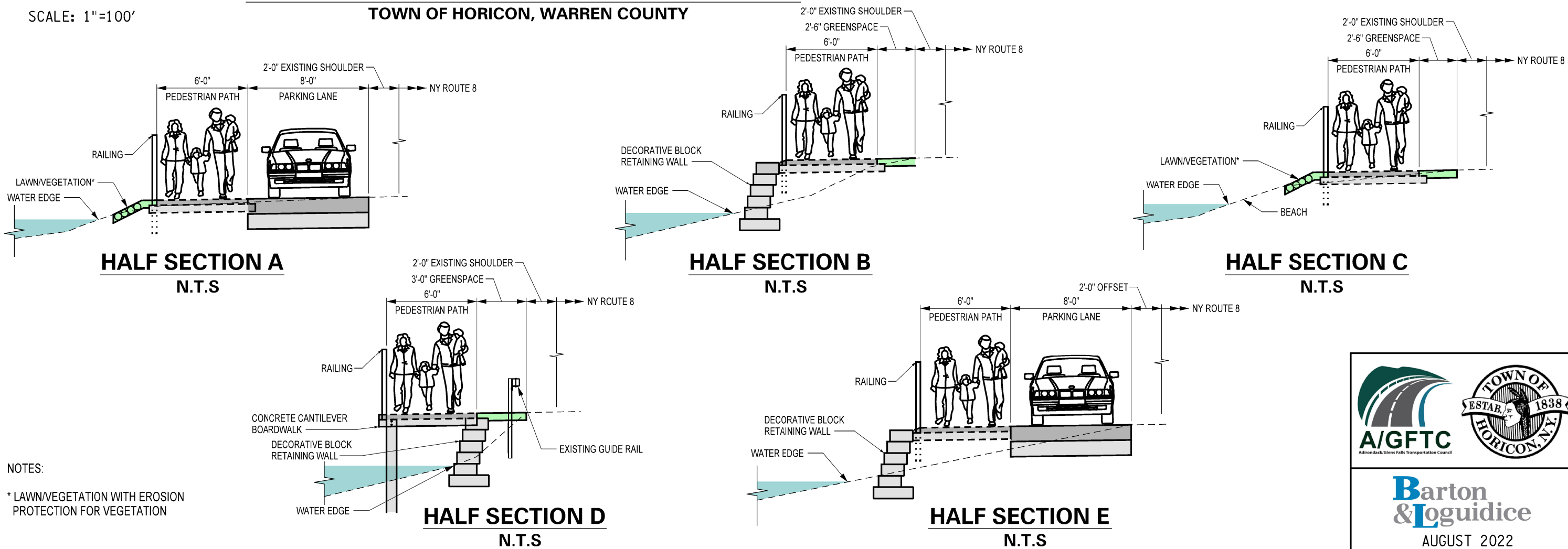


Figure 3.4.1 – Precast Concrete Boardwalk (Source: PermaTrak Co.)



- Legend:**
- TREES
 - DECORATIVE LIGHT POLE
 - UTILITY POLE
 - LANDSCAPE BOULDER
 - FENCE/RAILING
 - PARKING
 - PEDESTRIAN PATH
 - RETAINING WALL
 - BOARDWALK

NY ROUTE 8 ALTERNATIVE NO. 1, LIMITED PARKING
TOWN OF HORICON, WARREN COUNTY



NOTES:
 * LAWN/VEGETATION WITH EROSION PROTECTION FOR VEGETATION

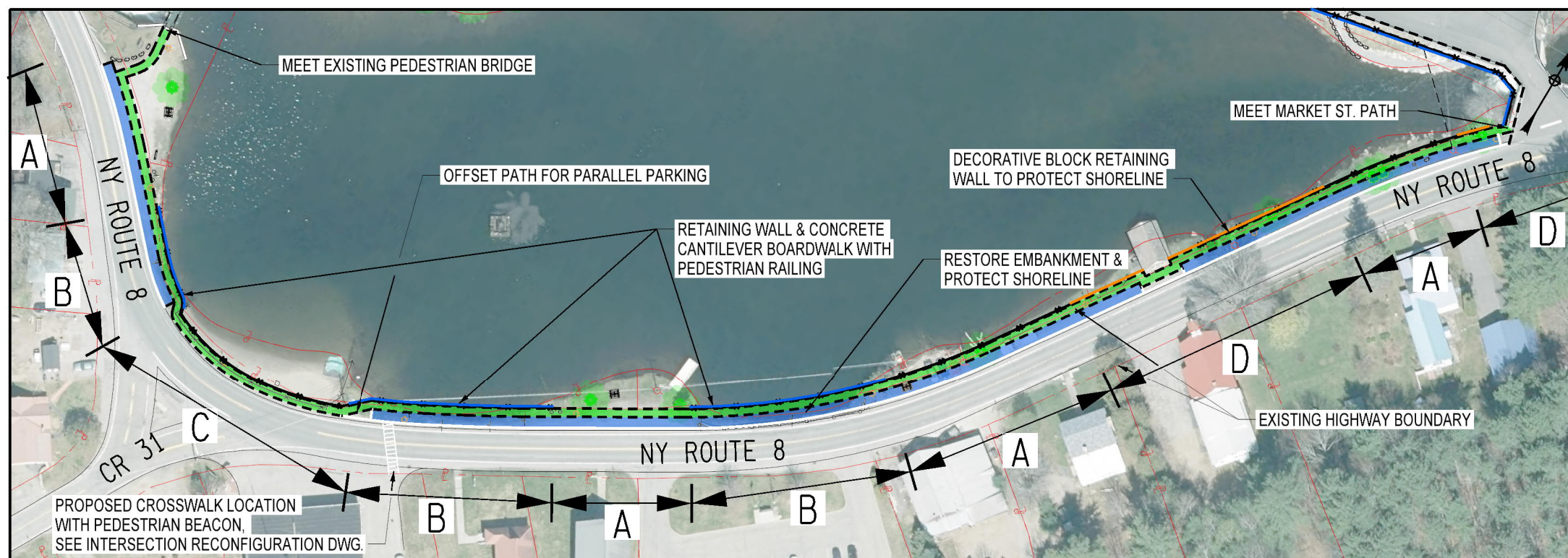
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Figure 3.4.1-1

3.4.2 NY Route 8 Alternative No. 2 – Additional Parking Provisions

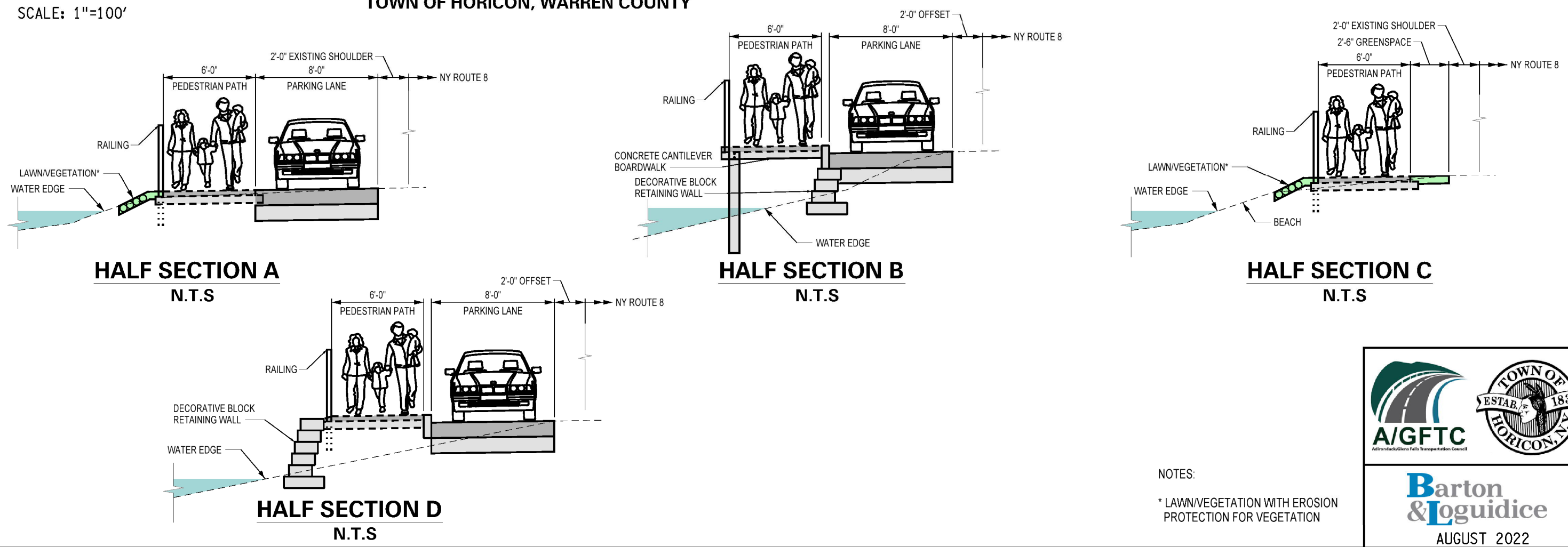
An additional alternative along NY Route 8 was investigated to maximize on-street parking along the corridor. The pedestrian path alignment generally follows the Alternative No. 1 alignment, although to accommodate the additional parking lane width, the pedestrian path will be constructed closer to Mill Pond. The alternative will require the installation of several segments of retaining walls and pre-cast concrete boardwalk structures. Please refer to Figure 3.4.2 for the plan and section renderings for this alternative.



- Legend:**
- TREES
 - DECORATIVE LIGHT POLE
 - UTILITY POLE
 - LANDSCAPE BOULDER
 - FENCE/RAILING
 - PARKING
 - PEDESTRIAN PATH
 - RETAINING WALL
 - BOARDWALK

50 0 50 100
SCALE: 1"=100'

NY ROUTE 8 ALTERNATIVE NO. 2, ADDITIONAL PARKING
TOWN OF HORICON, WARREN COUNTY



NOTES:
* LAWN/VEGETATION WITH EROSION PROTECTION FOR VEGETATION

Adirondack/Glens Falls Transportation Council

TOWN OF HORICON, N.Y.
 ESTAB. 1838

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 AUGUST 2022

Figure 3.4.2

3.5 Pedestrian Path Surface Materials

It is anticipated that varying walking surfaces will be utilized throughout the pedestrian path system. Areas expected to be encroached upon by motor vehicles should consider utilizing asphalt or concrete pavement.

An alternative to the traditional hard surface material, is a crushed stone aggregate surface course that is bound by clay particles. The natural materials of this surface course appeals to the environmental setting of the project. Examples of this durable stone course system use includes NYS OPRHP Minnewaska State Park, the Rockefeller State Park Preserve, and the Ashokan Rail Trail in Ulster County.



Ashokan Rail Trail, Ulster County, NY

ADA compliant, permeable, load bearing, stone course design adjacent to NYC reservoir.

The Elevated or boardwalk type sections of the pedestrian path will be pre-cast concrete or timber surfaces.

3.6 Green Infrastructure

The project area provides opportunities for Green infrastructure elements for aesthetic enhancement but also to help offset any increases in impervious areas. Rain Gardens and infiltration practices are most applicable as they can be almost any shape or size and are adaptable for a variety of existing conditions. Sample locations are identified on the project figures. In the foreground of the picture below is a linear rain garden adjacent to porous asphalt, also with a bio-retention system in the center of the roundabout in Lake George, NY.



As further described in the funding opportunities section, there are several grants available for stormwater practices and green infrastructure implementation that will help to offset the overall total cost of the project. The project is attractive to the green infrastructure funding sources due to the proximity to a water body and promotion of alternative transportation.

3.7 Geometric Improvements

While evaluating alternatives for the NY Route 8 crossing location and the pedestrian path, there were additional roadway system geometric improvements that were investigated. The horizontal alignment of NY Route 8 between the Volunteer Fire Department and the Community Center creates an opportunity to shift the roadway approximately 4 ft. away from Mill Pond (to the southeast). The alignment option was investigated to allow more space along the pond for the pedestrian path to be constructed without additional retaining wall or boardwalk structures. It was determined that the additional property impacts, roadway construction costs, and NYSDOT coordination would offset any potential pedestrian path cost savings.

The existing intersection of CR 31 (Horicon Ave.) with NY Route 8 is set up as a “Y” pattern with two-lane approaches on either side of a wide triangular median. Reconfiguring the intersection to a standard “T” stop controlled approach does provide additional benefits to the roadway network and the pedestrian improvement project. As shown in Figure 3.7, the “T” intersection will inherently provide traffic calming elements by creating a tighter right turn movements for NY Route 8 exiting vehicles or vehicles entering NY Route 8 from CR 31. The “T” alignment will also provide the stopped vehicles a more complete view of the intersection rather than the existing layout which requires the driver to turn their head back more than 90 degrees to look for on-coming traffic. Also, an additional benefit for the pedestrian improvement project is the existing impervious surface that can be repurposed for green infrastructure and stormwater improvement use located west of the re-aligned intersection.



Legend:

--- - CR 31 SIGHT DISTANCE

**GEOMETRIC IMPROVEMENTS
TOWN OF HORICON, WARREN COUNTY**



**Barton
& Loguidice**
AUGUST 2022

Figure 3.7

4.0 Public Outreach and Input

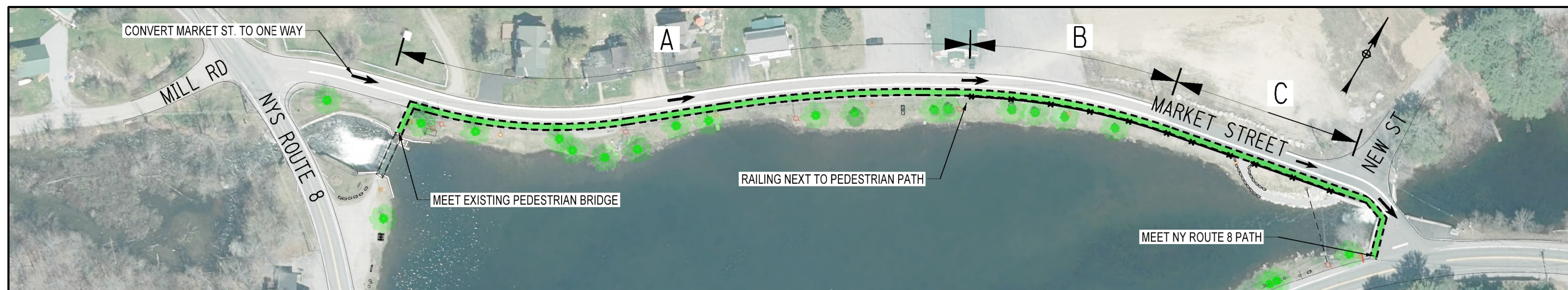
The Draft of the Mill Pond Pedestrian Improvements study was presented to the public at the December 16, 2022 Horicon Town Board meeting. The Draft study was also posted on the A/GFTC website for review and open for public comment through January 6, 2023. At the Town Board meeting there were some comments and questions posed by the audience relating to aesthetics of the improvements, positive reaction towards the one-way conversion of Market St., as well as positive remarks regarding the re-alignment of the CR 31 (Horicon Ave.) intersection.

Following the Town Board meeting, three written comments were received from Town residents. All of the written comments that were received expressed concern over the emphasis that was placed on parking and with the concept of parking cars along the waterside that would obstruct the existing view of the pond. Other points that were expressed in the written comments included positive reactions to the re-alignment of the CR 31 (Horicon Ave.) intersection, the pedestrian crossing of NY Route 8, and the conversion of Market St. to one-way operation. Copies of the written public comments that were received are included in Appendix A.

An additional Alternative No. 3 was developed to incorporate the feedback that was received at the Town Board meeting and the written comments.

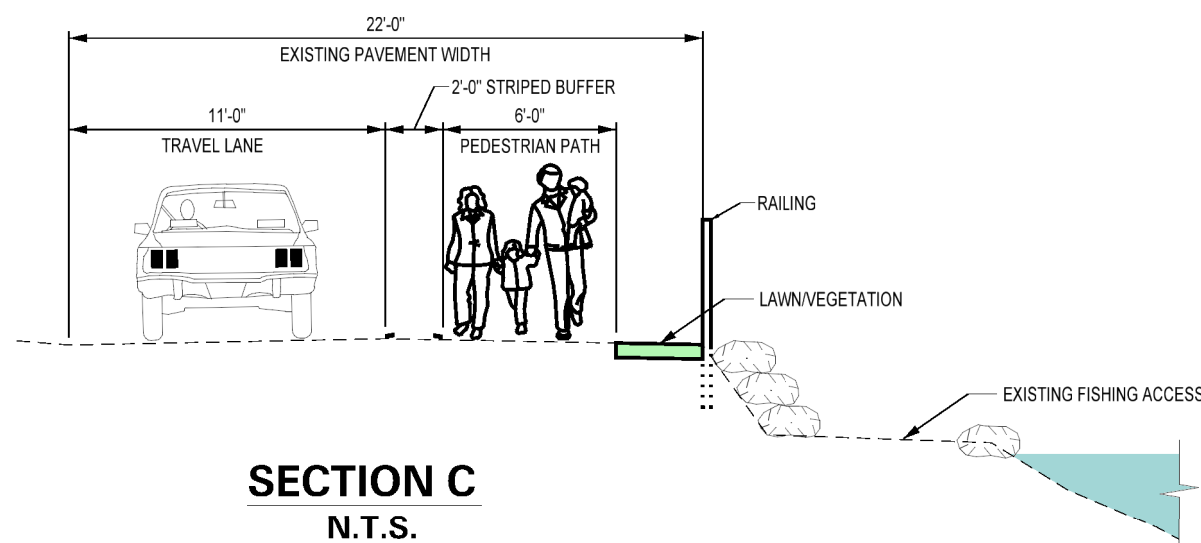
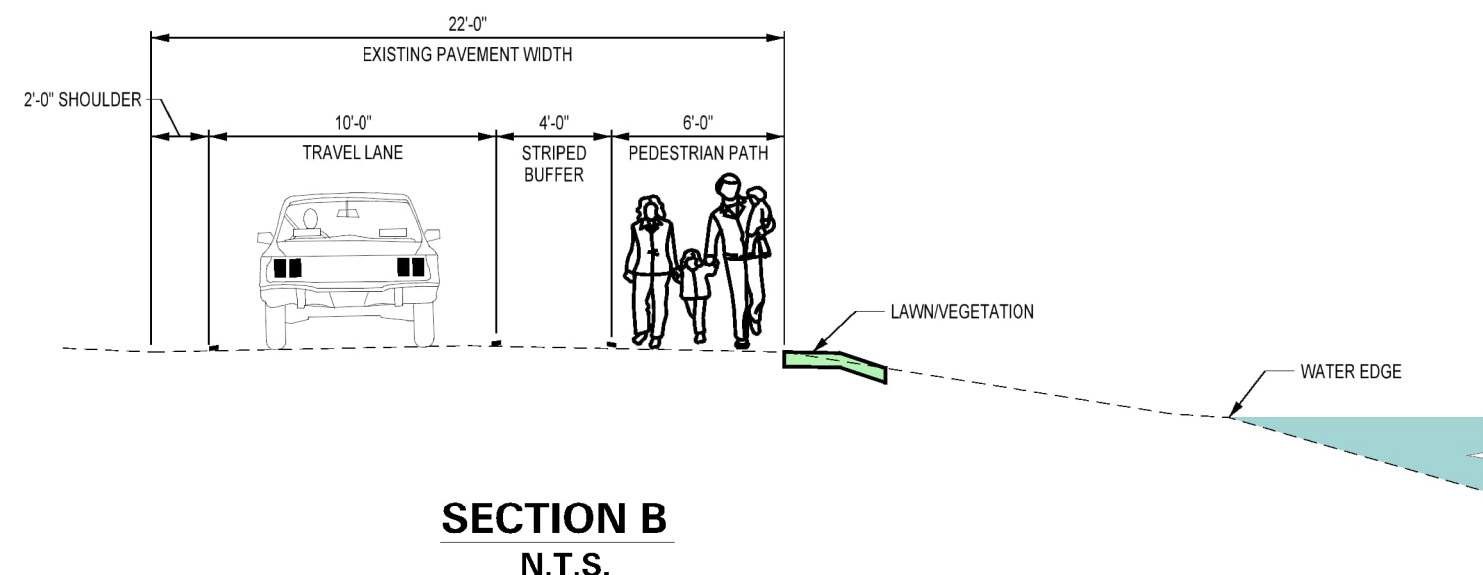
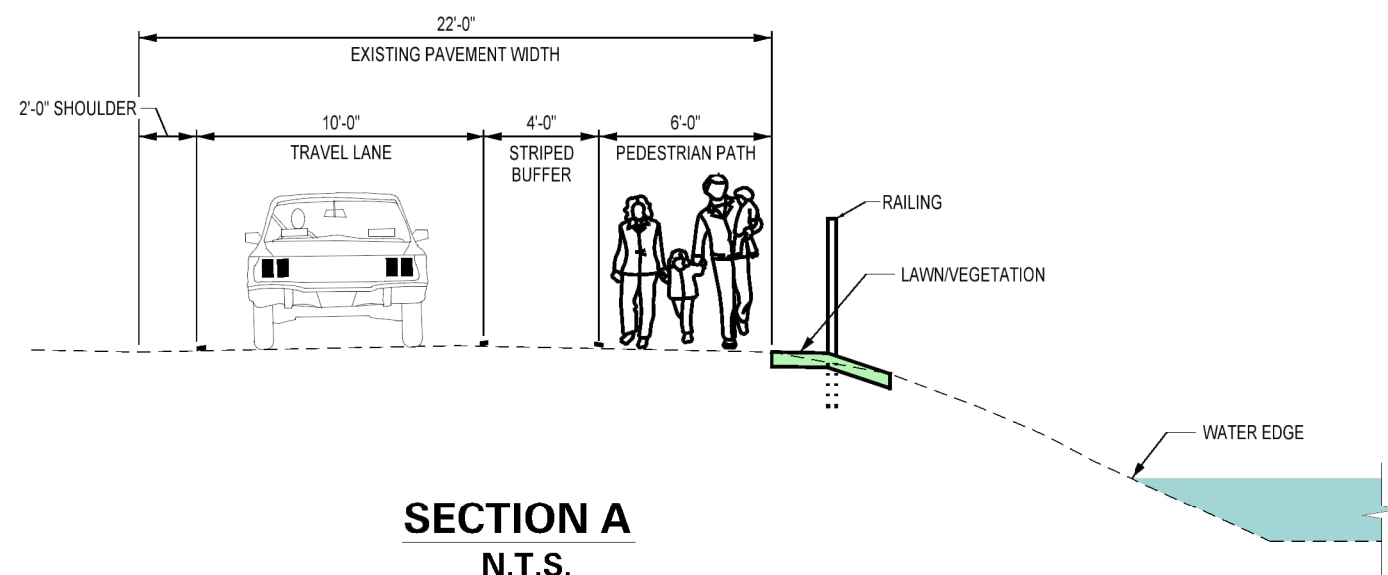
4.1 Market St. One-Way with Pedestrian Path

This alternative will include the conversion of Market St. to a northbound one way road with a 2 ft. shoulder, 10 ft. travel lane for vehicles, 4 ft. wide striped buffer area, and a 6 ft. wide pedestrian path. The total width of improvements shown is 22 ft. and can be accomplished within the existing roadway pavement footprint. For quick deployment of this option, the pedestrian path is depicted on the existing pavement and delineated with pavement markings. Constructing the pedestrian path with alternate materials such as stone dust or concrete is also an option that is available to the Town. Although not aesthetically desired by some of the public comments received, pedestrian safety handrails would be necessary in some locations where the pedestrian path is adjacent to steep slopes. There are no provisions for parking along Market St proposed with Alternative No. 3. Alternative No. 3 for Market St is graphically represented on the following figure.



MARKET ST. ALTERNATIVE NO. 3, ONE-WAY WITH PEDESTRIAN PATH
TOWN OF HORICON, WARREN COUNTY

50 0 50 100
SCALE: 1"=100'



Legend:

- TREES
- DECORATIVE LIGHT POLE
- UTILITY POLE
- LANDSCAPE BOULDER
- FENCE/RAILING
- PARKING
- PEDESTRIAN PATH
- RETAINING WALL
- BOARDWALK



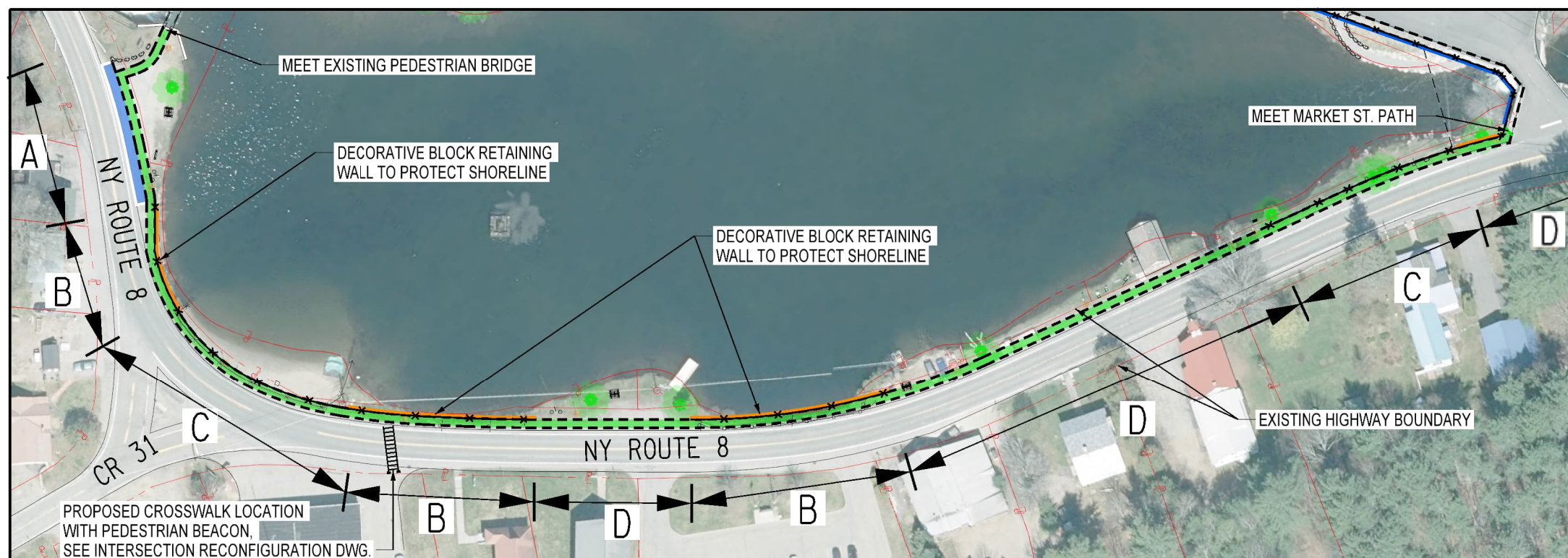
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AUGUST 2022

Figure 4.1

4.2 NY Route 8 Pedestrian Path

The 6 ft. wide path would be constructed along the shoreline, adjacent to NY Route 8 that would be offset from the existing edge of pavement by a minimum of 2.5 ft. wide greenspace area. There are several sections where the side slope drops off sharply down to the water. In these areas a retaining wall is proposed to protect the shoreline from erosion and provide a foundation for the pedestrian path.

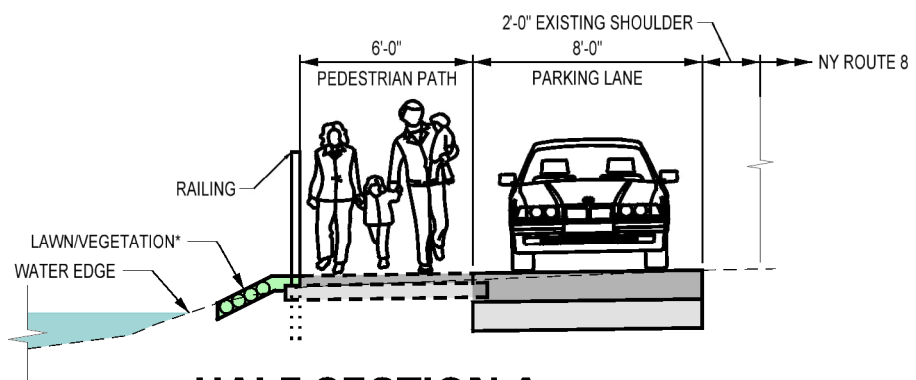
In the area near the steel footbridge, across from the general store and post office, on-street parking for 4 vehicles is provided to accommodate those vehicles that currently utilize the existing gravel area for parking. There are no other provisions for parking proposed along NY Route 8.



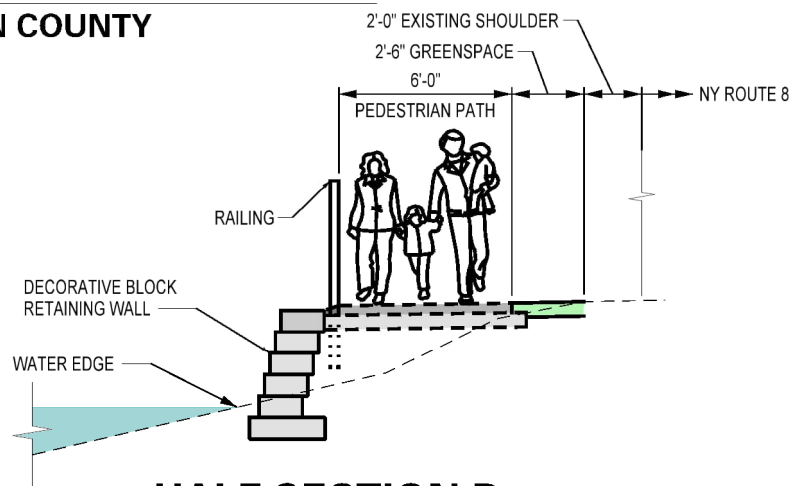
- Legend:**
- TREES
 - DECORATIVE LIGHT POLE
 - UTILITY POLE
 - LANDSCAPE BOULDER
 - FENCE/RAILING
 - PARKING
 - PEDESTRIAN PATH
 - RETAINING WALL
 - BOARDWALK

50 0 50 100
SCALE: 1"=100'

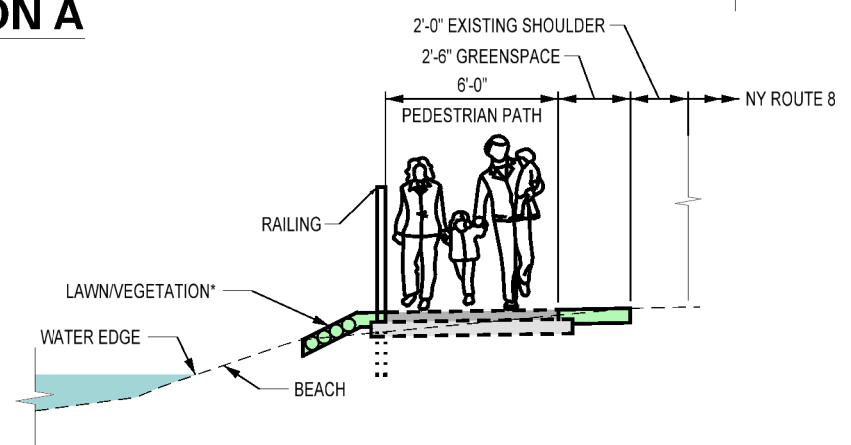
NY ROUTE 8 ALTERNATIVE NO. 3, PEDESTRIAN PATH
TOWN OF HORICON, WARREN COUNTY



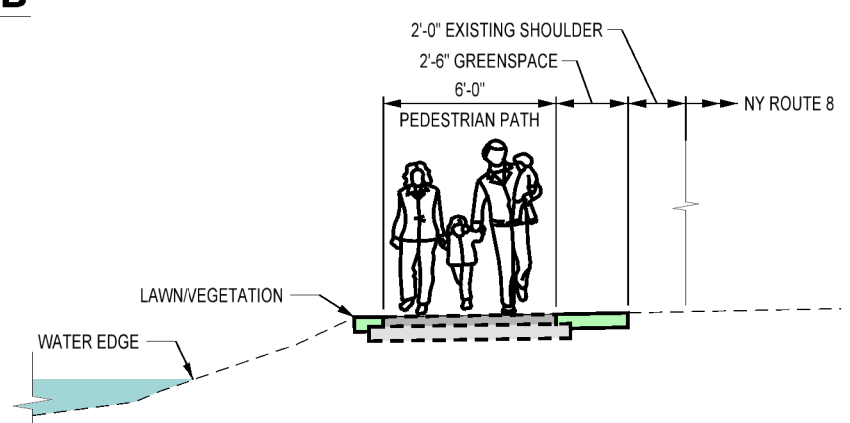
HALF SECTION A
N.T.S



HALF SECTION B
N.T.S



HALF SECTION C
N.T.S



HALF SECTION D
N.T.S

NOTES:
* LAWN/VEGETATION WITH EROSION PROTECTION FOR VEGETATION






AUGUST 2022

Figure 4.2

5.0 Cost Estimates

Preliminary cost estimates were prepared for the three alternatives for the Market St. and NY Route 8 corridors as well as the CR 31 Intersection Re-alignment option. For the purposes of estimating costs, the pedestrian path surface material is assumed to be traditional concrete and the boardwalk structure is assumed to be a pre-cast concrete boardwalk supported by helical piles along the pond.

The cost estimates were prepared with the assumption that the project would receive funding through a federal or state grant and constructed through the traditional design-bid-build process. Federal or state grant programs typically provide funding to cover 50% to 80% of the project costs. The cost estimate table below includes the potential costs that would be the responsibility of the Town at the typical 20%, 25%, and 50% match requirements.

	MARKET STREET ALT. NO. 1	MARKET STREET ALT. NO. 2	MARKET STREET ALT. NO. 3	NY ROUTE 8 ALT. NO. 1	NY ROUTE 8 ALT. NO. 2	NY ROUTE 8 ALT. NO. 3	CR 31 Intersection Re-Alignment
DEMO., CLEARING, & GRUBBING	\$ 5,000	\$ 10,000	\$ 2,000	\$ 4,000	\$ 5,000	\$ 4,000	\$ -
EARTHWORK	\$ 25,000	\$ 15,000	\$ 3,000	\$ 9,000	\$ 5,000	\$ 9,000	\$ 12,000
PEDESTRIAN PATH	\$ 70,000	\$ 100,000	\$ -	\$ 110,000	\$ 85,000	\$ 110,000	\$ -
BOARDWALK STRUCTURE	\$ -	\$ -	\$ -	\$ 96,000	\$ 235,000	\$ -	\$ -
RETAINING WALL	\$ -	\$ 298,000	\$ -	\$ 324,000	\$ 315,000	\$ 192,000	\$ -
HANDRAIL	\$ 30,000	\$ 84,000	\$ 24,000	\$ 96,000	\$ 115,000	\$ 85,000	\$ -
ROADWORK	\$ 15,000	\$ 110,000	\$ 11,000	\$ 81,000	\$ 165,000	\$ 14,000	\$ 79,000
LANDSCAPE & SITE AMENITIES	\$ 15,000	\$ 18,000	\$ 10,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 14,000
MARKET STREET BRIDGE CROSSING	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
WORK ZONE TRAFFIC CONTROL	\$ 50,000	\$ 75,000	\$ 5,000	\$ 25,000	\$ 100,000	\$ 75,000	\$ 30,000
NY ROUTE 8 CROSSING	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	
CONSTRUCTION COSTS:	\$ 210,000	\$ 770,000	\$ 55,000	\$ 805,000	\$ 1,085,000	\$ 549,000	\$ 135,000
CONTINGENCY (25% & Rounded)	\$ 53,000	\$ 193,000	\$ 14,000	\$ 202,000	\$ 272,000	\$ 138,000	\$ 34,000
SUBTOTAL (2022 DOLLARS)	\$ 263,000	\$ 963,000	\$ 69,000	\$ 1,007,000	\$ 1,357,000	\$ 687,000	\$ 169,000
AMOUNT INFLATED 3% (2024 DOLLARS)	\$ 280,000	\$ 992,000	\$ 72,000	\$ 1,038,000	\$ 1,398,000	\$ 708,000	\$ 175,000
ENGINEERING AND SURVEY	\$ 40,000	\$ 145,000	\$ 20,000	\$ 150,000	\$ 200,000	\$ 100,000	\$ 25,000
CONSTRUCTION INSPECTION	\$ 40,000	\$ 145,000	\$ 15,000	\$ 150,000	\$ 200,000	\$ 100,000	\$ 25,000
RIGHT OF WAY COSTS:	\$ -	\$ 25,000	\$ -				
TOTAL PROJECT COSTS:	\$ 360,000	\$ 1,307,000	\$ 107,000	\$ 1,338,000	\$ 1,798,000	\$ 908,000	\$ 225,000
Town Cost with 20% Grant Match	\$ 72,000	\$ 261,400	\$ 21,400	\$ 267,600	\$ 359,600	\$ 181,600	\$ 45,000
Town Cost with 25% Grant Match	\$ 90,000	\$ 326,750	\$ 26,750	\$ 334,500	\$ 449,500	\$ 227,000	\$ 56,250
Town Cost with 50% Grant Match	\$ 180,000	\$ 653,500	\$ 53,500	\$ 669,000	\$ 899,000	\$ 454,000	\$ 112,500

6.0 Funding Opportunities and Implementation

There are several potential funding opportunities that are available for pedestrian improvements and positive environmental impact projects. The Town should be aware that all of the funding sources are reimbursement programs that will require the Town to expend all project costs up front and then be reimbursed the funding source match.

A/GFTC Make the Connection Program is available to assist municipalities with funding to improve the region's non-motorized travel network. Project types that are considered in the program include new sidewalk connections, pedestrian safety improvements, and pavement markings that delineate pedestrian spaces. Make the Connection funding is available through the FHWA and administered by the A/GFTC.

- 20% Local Match
- Design Only Projects have a minimum of \$25,000
- Design & Construction or Construction Only Projects have a minimum of \$75,000
- Federal Aid Procedures Apply

NYS DOT Transportation Alternatives Program (TAP) is available for projects that improve the quality of life of the community through the construction of pedestrian and bicycle facilities and pedestrian safety improvements. The program also funds community improvements such as historic preservation, vegetation management, and stormwater mitigation. The program is a Set-Aside of funds from the Surface Transportation Block Grant Program. The FHWA has set-aside a minimum of \$1.4 Billion annually for this program for 2023 through 2026.

- 20% Local Match
- Federal Aid Procedures Apply
- Design & Construction: Minimum = \$500,000; Maximum = \$5 Million

NYSOPRHP Recreational Trails Program (RTP) provides funding for the development and maintenance of recreational trails or trail-related facilities. RTP funding is available through the FHWA and administered by the NYSOPRHP. The program will not fund sidewalk projects, therefore the pursuit of this program would require the Town to utilize the stone surface course material. The RTP can be applied for through the NYS Consolidated Funding Application that is due at the end of July each year.

- 20% Local Match
- Federal Aid Procedures Apply
- Design & Construction: Minimum = \$25,000; Maximum = \$250,000

NYSEFC Green Innovations Grant Program (GIGP) provides funding to projects across New York State that apply green stormwater infrastructure design and promote innovative green technologies. Grant funding is awarded to projects that implement green stormwater infrastructure, energy efficiency, water efficiency, and environmental innovation. The GIGP will fund the stormwater and drainage infrastructure needs that will improve the water quality of Mill Pond and Brant Lake. The GIGP funds would be utilized to supplement an overall project funding source. The GIGP can be applied for through the NYS Consolidated Funding Application that is due at the end of July each year.

- 25% Local Match

NYSDEC Water Quality Improvement Project (WQIP) Program supports projects that directly improve water quality, aquatic habitat, or protect a drinking water source. The project would be eligible to receive funding through the WQIP project subtypes Green Infrastructure Practices or Stormwater Retrofits, both project subtypes closely align with the application and selection requirements of the NYSEFC GIGP. The WQIP will fund the stormwater and drainage infrastructure needs that will improve the water quality of Mill Pond and Brant Lake. The WQIP funds would be utilized to supplement an overall project funding source. The WQIP can be applied for through the NYS Consolidated Funding Application that is due at the end of July each year.

- 25% Local Match

The NYSDOS Local Waterfront Revitalization Program (LWRP) provides support for waterfront communities to address waterway issues, promote waterfront access, redevelop underutilized waterfronts, and improve water quality. The Town's 2019 First Wilderness Plan was funded by the LWRP and it established prioritized projects throughout the Town, the elements of the Mill Pond Pedestrian Improvements were identified in that 2019 document. With the identification of these project elements, the Town is eligible for implementation funds through the LWRP. The LWRP can be applied for through the NYS Consolidated Funding Application that is due at the end of July each year.

- 25% Local Match
- Design & Construction: Minimum = \$50,000; Maximum = \$5 M

APPENDIX A
PUBLIC COMMENTS

Comment Set 1:

Pedestrian improvements around the Mill Pond in the Town of Horicon, especially along the Route 8 side, could enhance the access to and safety of the area. However, extensive addition of parking spaces around the Mill Pond would detract from the rural, scenic setting. While parking for large gathering events hosted in the area may be needed, a solution that expands parking away from the Mill Pond should be considered. Small improvements to existing parking around the Mill Pond would be beneficial (e.g., improved grading, etc.).

Aspects of the design proposal which seem beneficial are:

- Pedestrian crossway on Route 8. However, with an average speed cited of 38 mph, a recommendation for reduced speed limits through the Mill Pond area to 30 mph (or even 25 mph) should be considered.
- Redesign of the intersection of CR31 (Horicon Ave.) with NY Route 8. This could help both traffic and pedestrian flow around the Pond.
- Improved fishing access. Continued and expanded access to the edge of the Pond should be incorporated into the design proposal. The current fishing access on Horicon Ave. installed with the recent bridge reconstruction is an excellent model – effective, yet naturally integrated into the landscape.
- Bank stabilization around the Pond.

The proposal to make Market St. one-way in the north-bound direction is interesting. Assuming that the property owners on Market St. are supportive of this aspect (because they would be most affected), an alternative to consider would be to use this design for only providing the pedestrian pathway on Market St. with minimum cost, with no additional parking, because it would detract from the beauty of the Pond.

It is recognized that available space especially along Rt 8 makes it difficult to design a continuous pedestrian path. However, elevated pathways are not a preferred solution. They do not enhance the aesthetics of the Pond and in fact, detract from the current natural and simple setting of the Mill Pond. If used, they should be kept to a minimum. The design should incorporate effective screening of the supporting infrastructure underneath the elevated pathway so it would not be visible from the opposite side of the Pond. In addition, how the pathways would be maintained or accessible in the freezing conditions should be addressed. Usually, these pathways are especially prone to icing and require significant salting/sanding if used in the colder months, which would not positively contribute to the health of the Pond. A more natural walkway along the perimeter of the Pond or along the roadbed, where permitted, would be preferred. Fencing should be as natural and minimally intrusive as possible.

It isn't clear if the high-water level (and possible flooding) considerations have been incorporated into this design.

Comment Set 2:

Thank you for your time and effort related to the attention recently given to the Mill Pond area in Brant Lake.

Unfortunately, most of my comments are not going to be in support of much of this plan.

While it's called the pedestrian improvement plan, one of the main focuses is parking along the pond. This couldn't be a worse idea aesthetically. Incentivizing cars to park along the pond would decrease the existing aesthetic value, not to mention destroying/deteriorating the view that landowners and passers-by currently enjoy.

Instead, parking should be addressed using the parcel marked "gravel parking lot" on the northeast side of the pond. It would get the cars out of the viewshed of the pond while still offering convenient parking for the fishing hole and proposed pedestrian walkway.

It should be noted that the gravel parking lot is private property owned by myself. It's not designated as a parking lot- it's just an empty lot that I allow people to use for parking. I plan on developing it at some point. However, we could cut out a part of the lot to be designated for parking for public use of the pond. I'm open to working something out with the Town.

The previous supervisor proposed dead-ending Market St. at the end of The Hub's parking lot and turning Market St. from there to the bridge at the north end into a park. He said he would need some of my lot, which I'm potentially willing to contribute. I think time should be spent exploring this alternative. It would solve the speeding problem on Market St., add an amenity to the Mill Pond, and provide a permanent parking solution for visitors of the Mill Pond.

Priority should be placed on the pedestrian walkway around the pond. It's a beautiful area to walk around, but about 50% is not conducive for pedestrians.

Converting the Y intersection at CR31 to a T intersection is also a welcomed change.

Lastly, I'm compelled to express my concerns at how out of touch the engineering firm is with the needs of the community. They expressed that they gathered "a lot of data" when it was one weekend from a busy weekend in the summer. This is a highly seasonal community with varying needs based on the season. Additionally, when pressed with concerns about the aesthetic consequences of this plan they referenced the Million Dollar Beach as proof of their commitment to aesthetics. This comparison is apples to oranges, at best.

I look forward to working with you and the community on working to achieve what's best for everyone.

Comment Set 3:

We write to you today, as we were just informed by a neighbor and valued community member, of the draft proposal of the Mill Pond Pedestrian Improvements. As we are the owners of the property located at [6624 Route 8](#), which includes the parcel of land bounded northerly by Brant Lake, easterly by Market Street, southerly by NYS Route 8, and westerly by the continuation of the westerly boundary of our property, the draft proposal affects us directly.

Although increased motor and foot traffic does increase during the summer months for the eight-week period of Food Truck Fridays, this should not justify such an extreme proposal. The proposal not only will appropriate our land, but just as importantly, will diminish our quality of life and well-being. The overall bucolic setting of the Mill Pond and the greater Brant Lake aesthetic is in jeopardy; as community members we are disheartened by such severe modifications.

The notion that in today's time an individual's property can be taken away to add parking and the introduction of trees (as noted in the proposal) to block and obscure a property owner's access and view of the Mill Pond is unacceptable.

There must be a way to mitigate the parking and pedestrian situation during the summer months during Food Truck Fridays rather than taking away a family's land.

Please feel free to contact either Philp (516 382-4431) or Tamara (631 834-0756) if you wish to discuss this issue further. We can also be easily contacted through this email address.

Thank you for consideration,

Philip and Tamara Tozzi
Brant Lake

The experience to
listen
The power to
solveSM

Barton
&Loguidice

www.bartonandloguidice.com