LAKE GEORGE ROUTE 9 GATEWAY PLAN

GATEWAY TO THE QUEEN OF AMERICAN LAKES

WINTER 2010

Town of Lake George

THE Chazen COMPANIES

Acknowledgements

The *Lake George Route 9 Gateway Plan* is the end product of nearly half a year of work by many individuals who worked cooperatively to create a new and forward thinking vision for the Route 9 Corridor. The following people contributed many hours of their personal time to the creation of the plan. Their energy, ideas, and dedication are what made this plan possible.

Advisory Committee

John Carr
Tracey Clothier
Luisa Craig-Sherman
Keith Hanchett
John Herzog
Jim Mathis
Ed Pagnotta

Special Thanks

Town of Lake George Town Board
Aaron Frankenfeld, Adirondack/Glens Falls Transportation Council
Mike Wyatt, NYS Department of Transportation
Robert Cherry, NYS Department of Transportation

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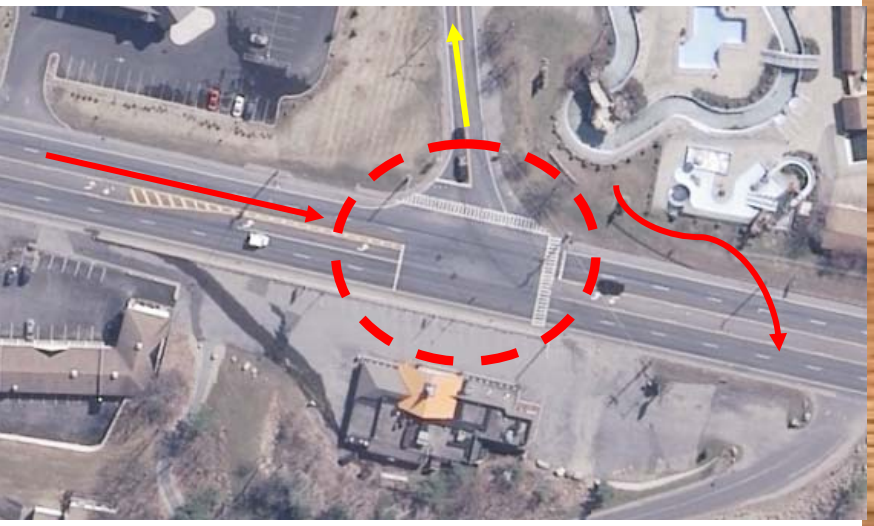

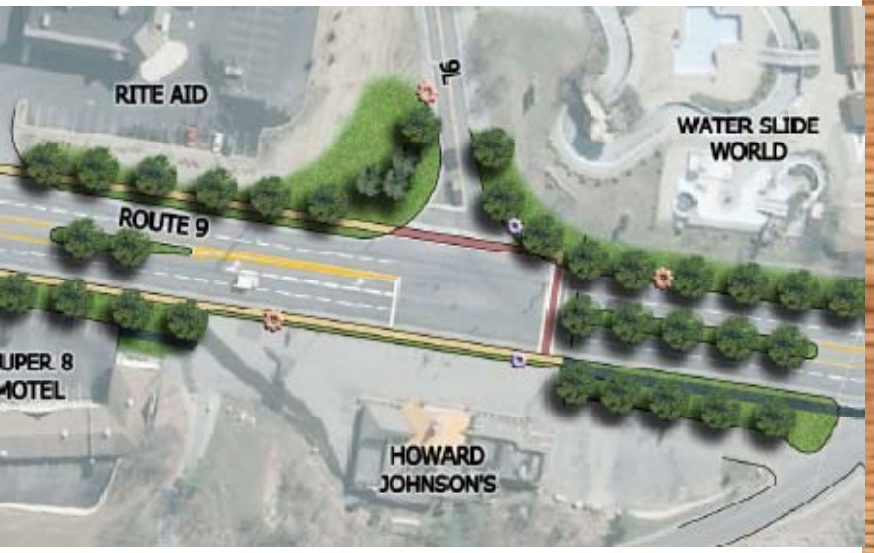

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Introduction

In the spring of 1791, Thomas Jefferson penned “Lake George is without comparison, the most beautiful water I ever saw.” Often referred to as the Queen of American Lakes, Lake George still possesses the same qualities that inspired Thomas Jefferson those many years ago. As stewards of this resource, the Town of Lake George continues to seek ways to improve upon its environs, for both residents and visitors alike. The *Lake George Route 9 Gateway Plan* is an extension of this effort, offering a new and forward thinking vision for critical piece of its existing infrastructure.

As a primary gateway to Lake George, the Route 9 corridor is often the first point of access to the region for both residents and tourists. However, it is widely recognized that the aesthetic qualities of the corridor are not in harmony with the region’s picturesque environs. Multiple wide lanes, cluttered signage, and a lack of pedestrian and landscape features makes for an unsafe and unappealing pedestrian and vehicular experience. In addition, Route 9’s current condition does not physically or aesthetically complement the many businesses that line the corridor, which are vital to the greater community’s economic success.

Looking north near the Route 9L intersection

Acknowledging the importance of the Gateway, the Town of Lake George appointed a committee of volunteers who were tasked with identifying existing issues and opportunities regarding pedestrian safety, access, and streetscape amenities. Early in the planning process, the Lake George Route 9 Gateway Plan Committee adopted a "complete streets" vision for the corridor. The complete streets concept has become an increasingly popular and commonly excepted roadway design philosophy throughout the transportation engineering and planning community over the last decade. According to the NYS Department of Transportation, the positive benefits from complete streets are numerous, "including bolstering economic growth and sustainability, encouraging healthier lifestyles, addressing air quality concerns, as well as other varied transportation related issues." In addition to these benefits, simple pedestrian improvements such as sidewalks can reduce pedestrian accidents by as much as 88 percent.[1]

This vision of a complete street includes access and accommodations for everyone – pedestrians, bicyclists, transit riders, and drivers – and takes into account the needs of people with disabilities, the elderly, and children. In addition, a complete street includes "green" design elements such as alternative stormwater management features or landscaping with native plants that can help offset carbon emissions and shade roadways reducing heat

Looking north near the Lake George Forum

[1] The Federal Highway Administration, *Desktop Reference for Crash Reduction Factors,* FHWA-SA-07-015

island effects. It's important to note, a complete street in a rural area will look quite different from a complete street in a highly urban area, "but both are designed to balance safety and convenience for everyone using the road."[2]

For the purposes of the Town of Lake George Route 9 Gateway Plan, a complete street incorporates the following features and/or characteristics:

- **Pedestrian Access, Safety & Mobility**: includes such features as sidewalks, crosswalks, bike access, landscape buffers between vehicle traffic and pedestrians, and signage. Together, these features make for a safe and pleasant experience for pedestrians.

- **Access Management**: includes orderly and well planned points of access throughout the corridor, reduced number of curb cuts, increased interconnection between adjacent land uses, and designated turning lanes. Access management, when implemented, will help to reduce the number of potential conflicts between motorist and pedestrians. For more information, the Adirondack/Glens Falls Transportation Council recently prepared an access management guidebook that is specifically "tailored to the needs of [its] planning and programming area," which includes all Warren and Washington County communities and the Town of Moreau (please visit http://www.agftc.org).

- **Traffic Calming Techniques**: include curb "bump-outs," the narrowing of roadways, pedestrian islands, signage, speed reductions, and textured surface crosswalks. Together, these features are conducive to safe and alert driving.

[2] www.completestreets.org

- **Corridor Beautification**: may include themed lighting, landscaping, gateway treatments, orderly and/or themed signage, and planted medians. These features help to create a sense place and improve the aesthetic quality of the corridor.

- **Sustainable/Green Streets**: include stormwater designs that focus on infiltration (e.g., raingardens, disconnected curbs, bioretention basins, pervious surfaces, etc.). These features help to reduce pollutants that may be conveyed by stormwater runoff. Street trees act as carbon sinks and help to preserve road surfaces by shading them from the summer sun.

Study Area

The study area consists of the Route 9 corridor, from its intersection with Route 9N near Exit 21 of the Adirondack Northway (I-87), north to the Village of Lake George's municipal boundary. The Committee also acknowledged nearby land uses and resources including access to Lake George's waterfront, the Lake George Battlegrounds, Warren County Bikeway, Prospect Mountain Veterans Memorial Highway, and the new Westbrook Conservation Park. The goal was to identify ways to improve the connectivity between these resources, and to make for an improved pedestrian experience.

Route 9, within the ±0.9 mile corridor, consists of four travel lanes, a center turning lane, and paved shoulders totaling ±72 feet in width. Several roadways intersect with Route 9 within the study area; two of these intersections are signalized, Route 9L and Route 9N. According to NYS Department of Transportation (NYSDOT) Annual Average Daily Traffic (AADT) data there are approximately 11,000 daily trips throughout the corridor. It is important to note that AADT figures represent the total volume of vehicle traffic of a roadway for a year divided by 365 days. Given the seasonal nature of the Lake George region's tourism, it is assumed that a majority of the 'daily traffic' occurs during the summer months, which would coincide with peak pedestrian traffic.

Land uses along the corridor are primarily commercial in nature, and include restaurants, hotels, retail stores, entertainment and recreational establishments. Access to these businesses range from well defined driveways to completely paved road frontages. Where entrances are not well defined, conflicts between vehicle and pedestrian traffic may occur. An overview of the study area (next page) illustrates the existing conditions.

Near Exit 21 and Route 9N Intersection

Near Route 9L Intersection

Near the Lake George Forum

Near Valero Gas Station

Near Exit 21 and Route 9N Intersection

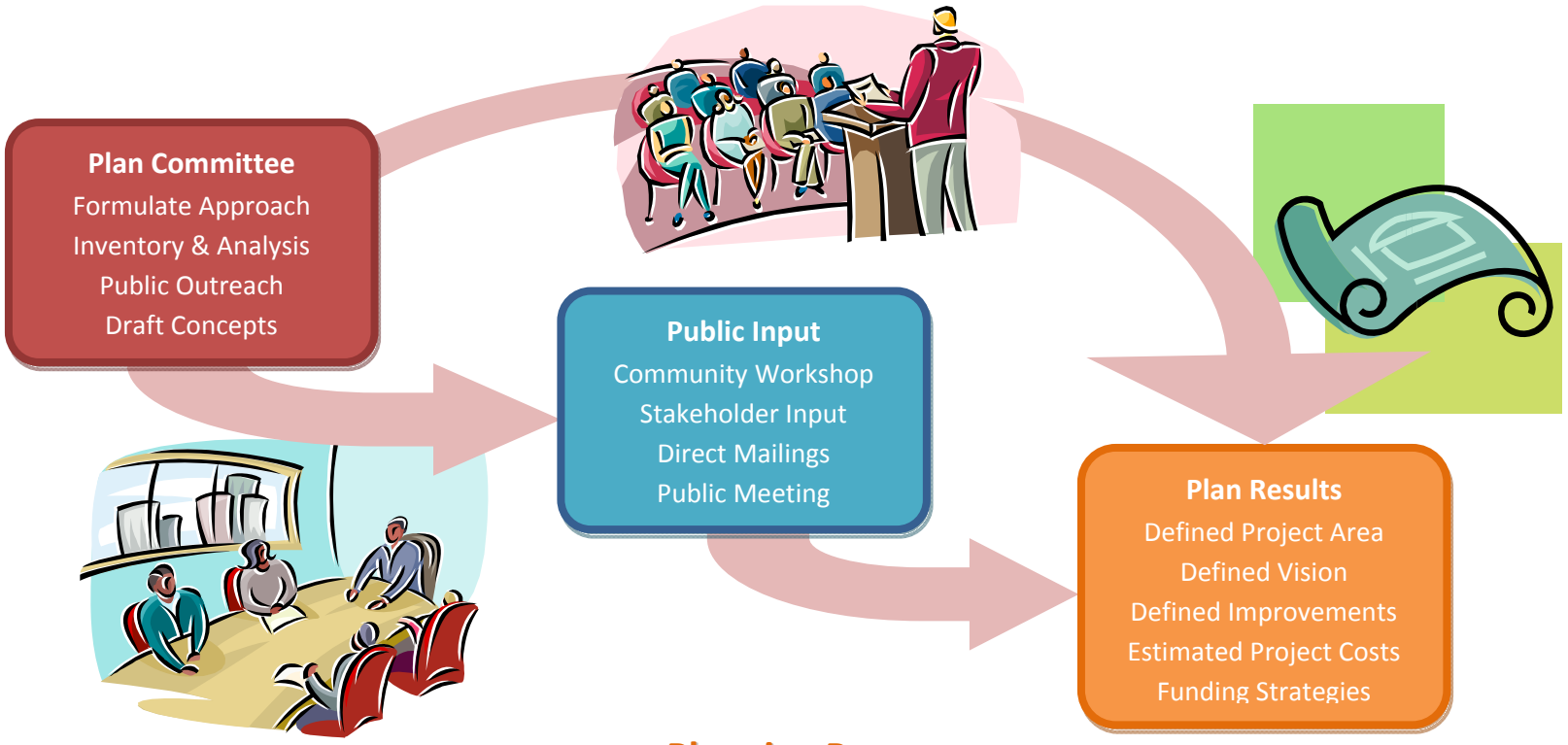
Near Route 9L Intersection

Near A&W

Near Westbrook Road Intersection

Planning Process

The Town of Lake George Route 9 Gateway planning process began in February 2010. Recognizing the need to improve Route 9, the Town appointed a committee of local residents and tasked it with drafting a concept plan that would address pedestrian access and safety throughout the corridor.



Planning Process

Lake George Route 9 Gateway Plan Committee

The Lake George Route 9 Gateway Plan Committee met regularly while developing this plan. The Committee consisted of seven residents that represented a broad spectrum of the community. The Committee gathered and examined information from many sources. In addition to holding public meetings, the Committee reached out to local businesses, Town officials, and NYSDOT representatives.

Inventory & Analysis

The first step in the planning process was to conduct an inventory and analysis of Route 9's existing conditions and adjoining land uses. Using information and data from such sources as Geographic Information System (software), NYSDOT, as well as local business owners and residents; the committee examined issues and began to identify opportunities for improvement.

Public Participation

Providing opportunities for Lake George residents to take part in the planning process was a high priority for the Committee. Planning information was regularly posted on the Town's website. Residents were encouraged to contact the committee with their ideas, questions, comments, and concerns. Two public meetings were held where adjacent land owners were directly invited to attend. Additional public comments were also solicited through the Town's website.

Concept Plan

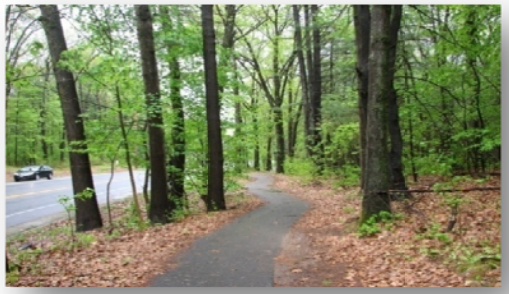
Once the Committee reviewed the corridor's existing conditions, it prepared a preliminary Concept Plan that was then presented to the public. After receiving public input and feedback, the Concept Plan was refined and finalized. **The Concept Plan (see attached) represents the future vision of the Route 9 Gateway.**

Concept Plan

The overall design philosophy for the Lake George Route 9 Gateway Plan is centered on the idea that the corridor should accommodate all users. This includes pedestrians, bicyclists, motorists, transit riders, representing people of all ages and abilities, including children, older adults, and people with disabilities. While traditional roadway designs used a classification system based on increasing volumes and speed (i.e., residential, collector, minor, and major arterial, etc.), a more "complete street" integrates various design elements to control access and speed, thereby making for a more safe and efficient experience for all users. This integrated design approach helps to reduce vehicle miles traveled and promotes pedestrian mobility. Finally, a complete street design offers more opportunities to improve the aesthetic quality of the roadway and its environs.

The Lake George Route 9 Gateway Plan's vision for the corridor is illustrated in the **Concept Plan**, which is included within the Plan as an attached figure. Key elements of the Concept Plan are identified below:

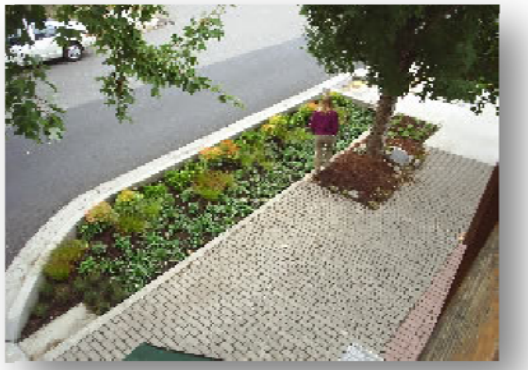
- **Sidewalks**: There are currently no sidewalks along Route 9. The Concept Plan calls for sidewalks on both sides of the corridor. Sidewalks should be (at a minimum) five to six feet in width. Where possible, sidewalks should have a landscaped area that separates pedestrians from the road. Where sidewalks would significantly hinder access and/or parking for an existing land use, at-grade sidewalks should be used. Sidewalks along the west-side of Route 9, from the Route 9N to Route 9L intersections, should "meander," creating the feel of a multi-use trail. The meandering multi-use trail concept is intended to provide



Example of a "meandering" path

an attractive and cost-effective alternative to sidewalks. Sidewalks should also be extended along Route 9L, improving safe access to the Lake George Elementary School. This section of sidewalk could also be extended to Beach Road, thereby improving access to the waterfront. The use of alternative pavement materials (i.e., permeable pavement) should be explored.

- **Medians**: Route 9's width is conducive to high speeds, unsafe crossings, and is aesthetically unattractive. Medians should be placed throughout the corridor to reduce traffic speeds and add to the corridor's visual quality. The placement of each median, as represented on the enclosed Concept Plan, takes into consideration access to nearby land uses. Medians should incorporate native tree species that can handle harsh conditions. Where possible, medians should incorporate disconnected curbs and raingardens/ bioretention basins. This design would allow stormwater to enter the median area and directly infiltrate the ground. Snow removal should also be taken into consideration for median locations and design.



Example raingarden

- **Landscaping**: Currently there are no landscape features within the Route 9 corridor. In order to improve the visual quality of the corridor, a mix of native trees and shrubs should be planted wherever possible. This includes buffer strips between the road and sidewalk, medians, and gateway areas (i.e., 9N and 9L Intersections and the area near the Lake George Battleground State Campground).

- **Signage**: Signage throughout the corridor is haphazardly placed, unsightly, and distracting. Signage should be consolidated and organized based on the intended audience.[3] Signage should also highlight key sites and destinations, including the Lake George waterfront, the Lake George Battlegrounds and State Campground, Warren County Bikeway, Prospect Mountain Veterans Memorial Highway, and the new Westbrook Conservation Park. The Concept Plan calls for three types of signs: pedestrian, bicycle, and vehicular wayfinding and interpretive signage. A different theme should be used for each signage type, allowing travelers and visitors to identify the unique attributes of Lake George region by offering public education and pedestrian access opportunities.

Existing Conditions and Example signage

- **Gateways**: The Committee identified three 'gateway' areas: the Route 9N intersection, the Route 9L intersection, and the area near the Lake George Battleground State Campground. These areas were selected as key focal points within the corridor. Both the Route 9N and 9L intersections are major access points; while the area near the Lake George Battleground State Campground's is a high pedestrian area. All 'gateways' should include a concentration of streetscape and landscape amenities. The Concept Plan calls for the planting of evergreen trees on the opposite side of the road from the Campground. The Committee envisions that as these trees mature they will balance the evergreen canopy of the Campground, making for a dramatic "gateway" experience.

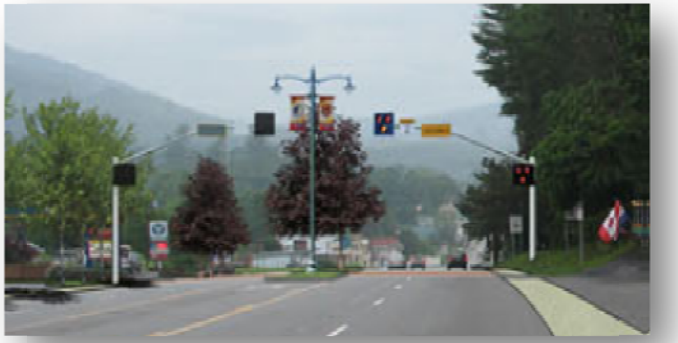
[3] Such signage should be in addition to the signage that is required by the Manual of Uniform Traffic Control Devices and/or the Adirondack Park variances.

- **Lighting and Utilities**: The Route 9 Corridor is currently lit with cobra style streetlights. Period style lighting should be installed throughout the corridor to improve on the current aesthetics. It is also noted that existing lighting is mounted on utility poles that carry a tangled web of service lines. It is recommended that these utilities be buried. The burying of utilities will not only improve the visual quality of the corridor, but it will help protect such infrastructure from inclement weather that the region is known for. Any burying of utilities should be coordinated with any other infrastructure improvements, including the proposed new waterline from the Town Boundary to Birch Avenue.

9L Intersection Existing conditions

9L intersection proposed concept

- **Crosswalks**: The Concept Plan call for several crosswalks and/or improvements to existing crosswalks. This includes crosswalks for the Route 9N and 9L intersections. These crosswalks should include a "pedestrian island" in the middle of each crosswalk, which is intended to provide a safe haven for those using the crosswalk. Given the level of pedestrian traffic near the Lake George Battleground State Campground, the Concept Plan calls for a mid-



Proposed mid-block crosswalk and HAWK signal

block crosswalk that includes a Pedestrian Hybrid Beacon, which is sometimes referred to as HAWK traffic signals.

- **Access Management**: Given the number and variety of access points within the Route 9 corridor the Concept Plan calls for a reduction and consolidation of driveways where feasible, improvements to geometry, width an spacing of access points. This form of access management would allow for more orderly flow of traffic and improve vehicle and pedestrian safety. Access management is a key component of the Concept Plan, in that it provides for many of the streetscape opportunities outlined in this plan. The Town should also consider adopting an access management ordinance for future projects.

- **Stormwater**: Stormwater within the Route 9 corridor is collected through a series of catch basins lining the roadway and is then directly conveyed to West Brook and Lake George. The West Brook Conservation Park, a major environmental initiative that is designed to mitigate the effects of stormwater impacts, will be receiving stormwater from the corridor. The Concept Plan calls for additional stormwater improvements, including raingardens, bioretention basins, swales, and infiltration basins where appropriate (e.g., medians,

Rendering of the West Brook Conservation Park near the intersection of Route 9 and West Brook Road

landscaped buffers, etc.), to further improve Lake George water quality. Additional stormwater improvements should be explored during the design phase including the use of pervious surfaces.

- **Transit:** Transit services are an efficient and effective alternative to the automobile. Such services help reduce our overall auto dependency and the number of vehicle miles we may travel. Busing services within the Route 9 corridor are provided by Greater Glens Falls Transit. The Concept Plan calls for expansion of these services. To promote ridership, existing stops should be well defined and accommodations such as benches should be added. The Concept Plan also calls for additional northbound stops between the Route 9L intersection and the Village of Lake George. Finally, opportunities for enhanced transit connections to a planned park and ride facility near Exit 21 (and/or the Route 9N intersection) should also be explored.

- **Snowmobile Access**: Snowmobiling is an important winter pastime throughout the Lake George and Adirondack regions. Given the importance of snowmobiling, the Concept Plan recommends that snowmobile access be maintained with the vicinity of Fort George Road and Prospect Mountain Veterans Memorial Highway. This may include a dedicated snowmobile crossing and appropriate signage.

Future vision for the Route 9L intersection

Future vision for the Lake George Battleground Gateway

Includes proposed mid-block crosswalk and HAWK signal

Funding & Cost Estimate

There are several potential funding sources that may be used to implement the Lake George Route 9 Gateway Plan. However, no one source will likely fund the project in its entirety. As such, it is important to explore and leverage all funding sources. Given the variety of funding sources and strategies, it is important to continually examine priorities, possible alternatives, and implantation strategies to champion the Lake George Route 9.

Funding Strategy

The overall 2010 project cost estimate for the Lake George Route 9 Gateway is approximately $5.3 million. A copy of the preliminary cost estimate is included as an Attachment.

Costs are summarized as follows:

• Site Preparation	$261,500
• Demolition	$256,000
• Site Work	$1,511,500
• Landscaping	$394, 350
• Utilities	$1,450,000
• Contingency (20%)	$774,670
• Survey, Engineering & Construction Phase	$697,203
Project Total	**$5,345,223**

This estimate includes repaving of the entire corridor, installation of curbs, sidewalks, center island medians, stormwater collection improvements, street lighting and landscaping, crosswalks/crossings, gateway features and undergrounding of existing utilities. Recognizing that the costs are significant, we examined methods to divide the project into phases.

There are a variety of options to consider. The project could be implemented in phases as follows: **Phase 1**, Utilities, **Phase 2**, Roadway Improvements, and **Phase 3**, Sidewalks, Lighting & Landscaping. The estimated cost for each of these phases is as follows:

Phase 1 Utilities	$1,519,380
Phase 2 Roadway Improvements	$2,004,105
Phase 3 Sidewalks, Lighting & Landscaping	$2,191,233

However, it is important to note that there is a slight increase in costs when breaking the project into phases, which is attributable to redundant mobilization and/or restoration activities.

Phase 1 Utility improvements would include modifications to existing stormwater facilities, utilities in preparation for signals/lighting, and undergrounding overhead facilities. Utility work could be completed as a component of a municipal project (i.e., water line installation) and/or funded as a component of an environmental improvement project. This component cost could be reduced by elimination of the undergrounding of existing overhead utilities ($250,000).

Phase 2 Roadway Improvements could be completed by NYSDOT as a component of their capital program/construction and maintenance efforts. **Phase 3 Sidewalks, Lighting & Landscaping** could be

implemented as transportation enhancement project or further divided into a sidewalk or landscaping project. Funding for Phase 3 could come from a variety of funding sources.

Given the estimated cost, it is recommended that project identify fundable components. Such components should reflect current funding priorities. Below are the suggested project components (additional information on potential funding sources is included below):

Component	Potential Funding Sources
Highway Resurfacing	It is anticipated that the NYSDOT will undertake most of this component. In addition to highway resurfacing, it may be possible to have the NYSDOT take on additional improvements (e.g., crosswalks, traffic signals, etc.).
Sidewalks & Crosswalks	Traditional funding sources include the following: • SAFETEA-LU Funding. This program includes the Safe Routes to School, Transportation Enhancement, and Statewide Transportation Improvement Programs. • Scenic Byway Funding. This program provides merit-based funding for byway-related projects each year, including safety related and access projects. • Local Metropolitan Planning Organization (i.e., Adirondack / Glens Falls Transportation Council) Spot Improvement funding.

	• NYS Environmental Facilities Corporation (EFC) Green Innovation Grant Program. This program funds a variety projects that are related to water quality improvements.
Landscaping & Stormwater	Funding sources for landscaping and stormwater include: • NYSDEC Urban and Community Forestry Grants. This program is designed to encourage communities to actively enhance tree cover along their streets and in their parks. • NYSDEC Water Quality Improvement Project (WQIP) Program. A competitive, reimbursement grant program that helps communities improve water quality. • NYS Environmental Facilities Corporation (EFC) Green Innovation Grant Program. This program funds a variety projects that are related to water quality improvements.
Signage	Funding from wayfinding and interpretive signage may come from the following: • NYSDOS New York State Coastal Resources Interpretive Program. The Town of Lake George's proximity to a "designated inland waterway" makes it eligible for such funding. • Scenic Byway Funding. This program provides merit-based funding for byway-related projects each year, including interpretive and marketing projects.

Engineering & Design	Funding for engineering and design may come from the following: • NYS Environmental Facilities Corporation (EFC) Green Innovation Grant Program. This program funds a variety projects that are related to water quality improvements. • Town Budget. Given the limited amount of funding for engineering and design work, the Town may choose to fund this component directly. • Federal or State Appropriations. Appropriations are essentially discretionary grant provided by State and U.S. Congressional representatives.

Potential Funding Sources

- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**
  Funding: Applicable elements include the Surface Transportation Program, Safe Routes to School, and the Transpiration Enhancement Program.

  Funding Amounts: Past minimum project amount has been raised to $200,000 and maximum federal participation has been raised to $2.5 million.

  Funding Cycle: Congressional reauthorization of funding has not occurred since 2007-2008. However, a statewide solicitation is expected in calendar year 2011.

  Website: https://www.nysdot.gov/programs/tep

- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Make the Connection Program:** The Make the Connection program is a dedicated bicycle and pedestrian improvement program that is administered by the Adirondack/Glens Falls Transportation Council.

  Funding Amounts: Total program funding is set at $200,000. A grant match of 20 percent is required.

  Funding Cycle: Annually Awarded.

  Website: http://www.agftc.org/whats_new.asp

- **Federal Highway Administration National Scenic Byways Program:** The Federal Highway Administration provides merit-based funding for byway-related projects each year. This includes monies for planning, safety improvements, Byway facilities, recreation access, resource protection, interpretive information, and marketing projects. As part of the Lakes to Locks Passage, a designated New York State Byway, the Town of Lake George is well positioned for such funding.

  Funding Amounts: Funding may range from $2,000 for small, localized projects, to $800,000 for more regional or statewide projects. A grant match of 20 percent is required.

  Funding Cycle: Annually Awarded.

  Website: http://www.bywaysonline.org/

- **NYS Department of Environmental Conservation (DEC) Water Quality Improvement Program (WQIP)**
  Funding: Funding available for projects that will help reduce polluted runoff, improve water quality and restore habitat in New York State waters.

  Funding Amounts: Successful applicants can be reimbursed for up to 75% or 85% of the total cost of the project.

  Funding Cycle: Funded through the NYS Clean Water/Clean Air Bond Act

  Website: http://www.dec.ny.gov/pubs/4774.html

- **NYS Environmental Facility Corporation (EFC) Green Innovation Grant Program:** This program is a highly competitive grant program that uses funding from the US Environmental Protect Agency and is administered under the Clean Water State Revolving Fund. The Green Innovation Grant Program 2010 (GIGP 2010) will provide seed money for projects which spur green innovation, build green capacity, and facilitate technology transfer throughout the State. Eligible projects will improve water quality and demonstrate sustainable wastewater infrastructure in communities across the State.

  Funding Amounts: The design grant maximum is $50,000 per project, and a grant match of 50 percent is required. The construction grant maximum is $750,000 per project, and a grant match of 10 percent is required.

  Funding Cycle: Annually awarded.

  Website: http://www.nysefc.org/home/index.asp?page=1046

- **NYS Department of Environmental Conservation Urban and Community Forestry Grants Funding:** The State Urban and Community Forestry Program seeks to encourage and assist municipalities as they develop and implement sustainable local urban forestry programs. Grants are designed to encourage communities to actively enhance tree cover along their streets and in their parks, to properly care for and maintain their community trees, to develop tree inventories and management plans, and to inform their residents of the value and benefits of urban trees.

Funding Amounts: Communities may request from $2,500 to $75,000. A grant match of 50 percent is required.

Funding Cycle: Annually Awarded.

Website: http://www.dec.ny.gov/lands/5285.html

- **NYS Department of State (DOS) New York State Coastal Resources Interpretive Program:** The Department of State solicits grant applications from local governments for matching grants from the New York State Environmental Protection Fund's Local Waterfront Revitalization Program. These monies may be used for a variety of projects and planning activities.

  Funding Amounts: Funding limits vary. A grant match of 50 percent is required.

  Funding Cycle: Annually Awarded.

  Website: http://www.nyswaterfronts.com/grantopps_EPF.asp

- **NYS Department of State (DOS) Lake George Watershed Coalition:** Funded by the NYSDOS, the Lake George Watershed Coalition consist of municipalities, non-governmental organizations, county and state agencies, and citizens that seek to coordinate Lake George Watershed preservation efforts. While the Coalition does not have a specific funding program, it may provide valuable assistance in obtaining funds.

Website: http://www.lakegeorge2000.org/

- **Warren County Soil & Water Conservation District:** The Warren County Soil & Water Conservation District has already spearheaded numerous stormwater management related projects throughout the Route 9 Corridor (as indicated by the  symbol on the **Concept Plan**). According to its website, "The District's mission is to implement projects and programs to improve and protect the lakes, streams, and other natural resources of Warren County. Working with municipalities and land owners, the District puts conservation on the land, with cost effective projects benefiting the residents and visitors of this beautiful county."

  Website: http://www.warrenswcd.org/

ATTACHMENTS:

CONCEPT PLAN COST ESTIMATE

LAKE GEORGE ROUTE 9 CONCEPT PLAN

THE Chazen COMPANIES

Engineers
Environmental Professionals
Land Surveyors
Landscape Architects
Planners

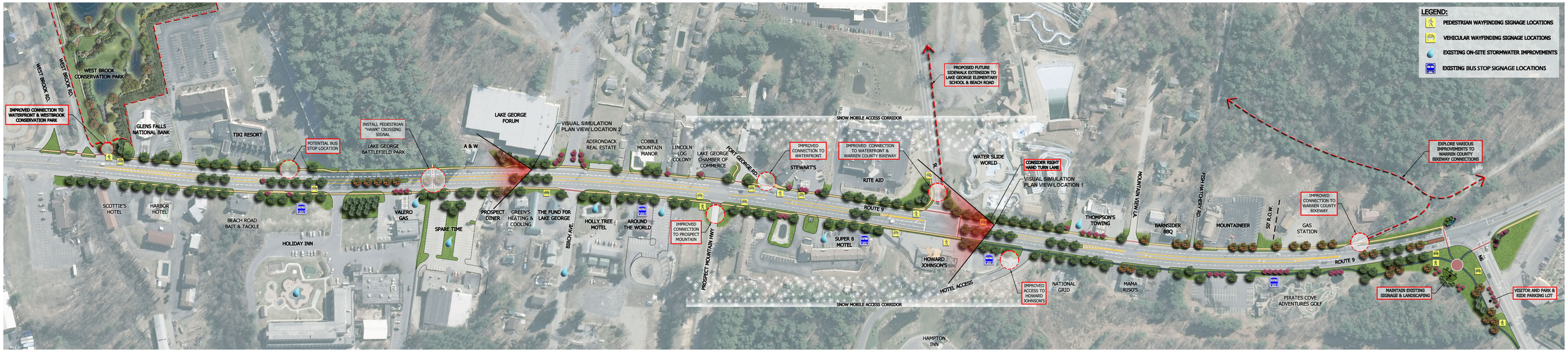
Capital District Office
547 River Street, Troy, NY 12180
P: (518) 273-0055 F: (518) 273-8391
www.chazencompanies.com
Hudson Valley Office (845) 454-3980
North Country Office (518) 812-0513
Connecticut Office (860) 440-2690

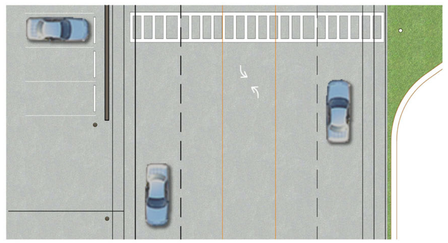
Town of Lake George
ROUTE 9 GATEWAY PLAN

Description	Units	Unit Cost	Qty	Cost
Site Preparation				
Mobilization	LS	$150,000.00	1	$150,000.00
Installation of Erosion & Sediment Control (E&SC)	LS	$25,000.00	1	$25,000.00
Maintenance of E&SC	WK	$2,000.00	12	$24,000.00
Maintenance and Protection of Traffic	WK	$5,000.00	12	$60,000.00
Tree Protection	LS	$2,500.00	1	$2,500.00
Demolition				
Topsoil Stripping & Removal	SF	$0.50	80,000	$40,000.00
Tree/Shrub Removal	LS	$10,000.00	1	$10,000.00
Sidewalk Removal	SF	$2.50	15,000	$37,500.00
Curb Removal	LF	$3.00	10,000	$30,000.00
Saw Cut Aphalt Pavement	LF	$2.00	13,000	$26,000.00
Asphalt Pavement Removal [1]	SY	$5.00	2,500	$12,500.00
Mill Asphalt Pavement[2]	SY	$2.50	40,000	$100,000.00
Site Work				
Type II Subbase	CY	$42.00	4,500	$189,000.00
Asphalt Sidewalk	SF	$3.50	14,000	$49,000.00
Concrete Sidewalk	SF	$5.50	45,000	$247,500.00
Granite Curbing	LF	$40.00	5,000	$200,000.00
Aphalt Binder Course	TONS	$85.00	1,000	$85,000.00
Asphalt Pavement Overlay	SF	$1.50	350,000	$525,000.00
Stamped Concrete	SF	$25.00	5,800	$145,000.00
Stripped Crosswalk	EA	$250.00	14	$3,500.00
Pavement Striping	LF	$0.50	35,000.00	$17,500.00
Site Restoration	LS	$50,000.00	1.00	$50,000.00
Landscaping				
Flowering Trees	EA	$250.00	44	$11,000.00
Deciduous Trees	EA	$350.00	181	$63,350.00
Evergreen Trees	EA	$250.00	25	$6,250.00
Shrubs	EA	$75.00	50	$3,750.00
Topsoil, Seed & Mulch	SF	$2.50	100,000	$250,000.00
Signage	LS	$10,000.00	1	$10,000.00
Entrance Sign/Water Feature	LS	$50,000.00	1	$50,000.00
Utilities				
Underground Electric [3]	LS	$250,000.00	1	$250,000.00
Intersection Signal/Lighting[4]	EA	$75,000.00	4	$300,000.00
Lights Poles and Fixtures	EA	$6,000.00	100	$600,000.00
Storm Sewer Improvements [5]	LS	$300,000.00	1	$300,000.00
			Construction Subtotal	$3,873,350.00
			20% Contingency	$774,670.00
			Construction Total	**$4,648,020.00**
			Survey, Engineering & Construction Phase Services	$697,203.00
Last updated 10/1/10			**TOTAL**	**$5,345,223.00**
			2011 Costs[6]	**$5,510,000.00**
			2012 Costs[6]	**$5,680,000.00**
			2013 Costs[6]	**$5,850,000.00**
			2014 Costs[6]	**$6,030,000.00**
			2015 Costs[6]	**$6,210,000.00**

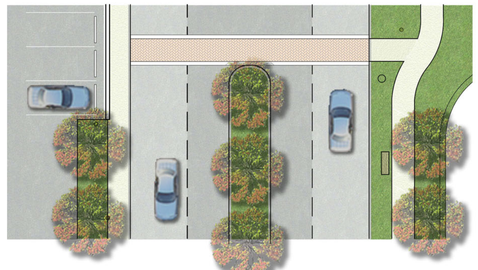
Notes:

1. Asphalt demolition includes only removal of aspahlt required to trench and install new untilties within route 9 right of way.
2. Asphalt milling includes grinding and removal of top course of asphalt for entire road within the work area following installation of utilties and installation of subbase and binder over all utility trenches.
3. Underground Electric includes installation of conduit, wire, and pull boxes needed for new lights & traffic signals for complete length of roadwork and include excavation & backfill. Price may vary significatly based upon layout, conduit & wire.
4. Intersection signal/lighting includes light poles, fixtures, traffic signals and pedestrian actuated cross walk signals.
5. Storm sewer improvements costs based on re-use of approximately 50% of existing piping & catch basins as well as relocation & adjustment to additional catchbasins. Cost includes excavation & backfill. Price may vary significatly based upon condition of existing system, layout, pipe size & material.
6. Future costs based upon annual inflation of 3.0%.

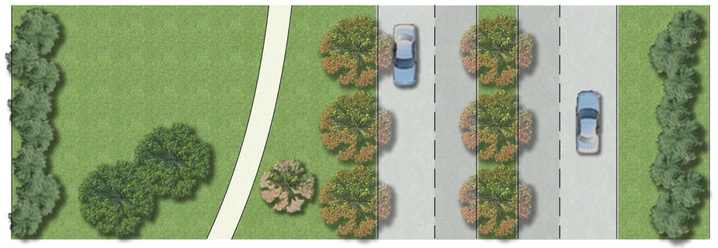




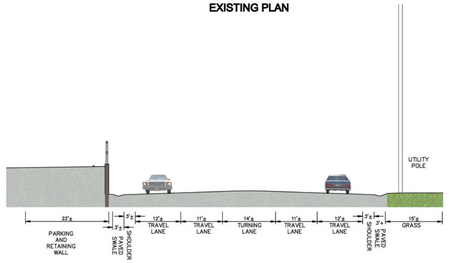
EXISTING PLAN



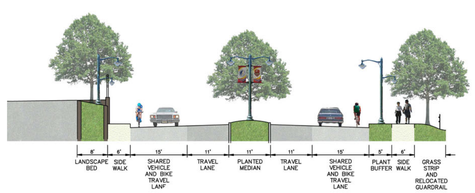
PROPOSED PLAN



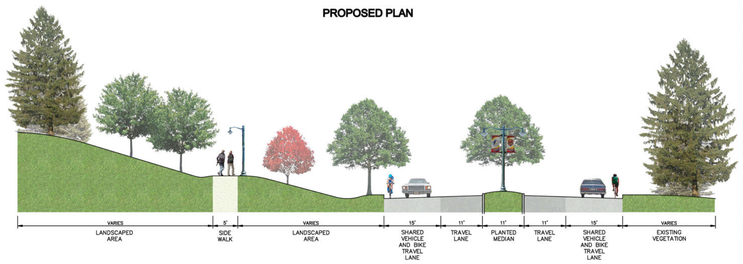
PROPOSED PLAN



EXISTING CROSS SECTION
SCALE 1" = 20'



PROPOSED CROSS SECTION A
SCALE 1" = 20'



PROPOSED CROSS SECTION B
SCALE 1" = 20'

Complete Streets

Traditionally, our roadway corridors have been designed for a singular use--the automobile. As an alternative, a "complete street" is designed to accommodate multiple uses and users including pedestrians, bicyclists, motorists and transit riders; ranging from the young and the elderly, to people with disabilities. In addition, a complete street should incorporate design characteristics that enhance the surrounding area and help to mitigate environmental issues that may be associated with a roadway. To achieve this vision, the Town of Lake George Route 9 Gateway Plan incorporates the following design elements:

Access Management

The goal of **Access Management** is to encourage orderly and well planed points of vehicular access throughout the corridor. The Town of Lake George Route 9 Gateway Plan calls for a reduction in the number curb cuts, interconnections between adjacent land uses, installation of designated turning lanes and medians, and the usage of signs to improve vehicular access and pedestrian safety throughout the corridor.

Pedestrian Access, Safety and Mobility

Pedestrian access, safety and mobility is a core component of any complete street. The Town of Lake George Route 9 Gateway Plan includes such design features as sidewalks, multi-use lanes and paths, crosswalks, pedestrian islands, buffers between motorists and pedestrians, curb bump-outs, signage, transit stops, and improved access to the Warren County Bikeway and waterfront to achieve this goal.

Corridor Beautification

Corridor Beautification includes those elements that help to promote a sense of place and add to the overall aesthetic quality of a particular area. As a gateway, the Route 9 corridor serves as a "front door" for the Lake George and Adirondack regions. As such, features such as themed and/or period lighting, landscaped improvements, native street trees and shrubs, gateway treatments, and themed and orderly signage are incorporated into the plan.

Traffic Calming

Reduced vehicle speeds helps to lessen the number of traffic and/or pedestrian related accidents. Reduced speeds are also more conducive to creating a walkable environment and offer more opportunities for motorists to notice the surrounding amenities and resources. The Gateway Plan includes Traffic Calming features such as curb bump-outs, narrowed travel lanes, signage, planted medians, well defined crosswalks, and calls for a reduction in the speed limit in order to achieve this goal.

Sustainable/Green Streets

Stormwater runoff can contribute to degraded surface water quality. Recognizing the environmental and economic importance of Lake George, the Route 9 Gateway Plan promotes the use of alternative stormwater management features including raingardens, disconnected curbs, bioretention basins, and dry and wet swales. The ultimate goal of using these features is to promote direct infiltration of rain and/or stormwater.

Pedestrian Wayfinding Signage:

"Thoughtfully planned and well designed wayfinding signage will help pedestrians navigate the corridor and locate key points of interests, including the Lake George waterfront."

Bicycle Wayfinding Signage:

"Wayfinding signage for the existing Warren County Bikeway and the proposed shared roadway will not only help it promote usage, it will improve pedestrian safety as well."

Vehicular Wayfinding Signage:

"Existing road signage is haphazard and visually unappealing. Well designed and consolidated signage will improve access, safety, and the visual quality of the corridor."

EXISTING VIEW LOOKING NORTH ALONG ROUTE 9
(HOWARD JOHNSON'S TO THE LEFT, ROUTE 9L INTERSECTION TO THE RIGHT)

VISUAL SIMULATION 1 LOOKING NORTH ALONG ROUTE 9
(HOWARD JOHNSON'S TO THE LEFT, ROUTE 9L INTERSECTION TO THE RIGHT)

EXISTING VIEW LOOKING NORTH ALONG ROUTE 9
(PROSPECT DINER TO THE LEFT, A&W TO THE RIGHT)

VISUAL SIMULATION 2 LOOKING NORTH ALONG ROUTE 9
(PROSPECT DINER TO THE LEFT, A&W TO THE RIGHT)

DRAFT - FOR DISCUSSION PURPOSES ONLY

THE Chazen COMPANIES
Engineers/Surveyors
Planners
Environmental Scientists

Dutchess County Office:
21 Fox Street Poughkeepsie, NY 12601
Phone: (845) 454-3980

Capital District Office:
547 River Street Troy, NY 12182
Phone: (518) 273-0055

North Country Office:
100 Glen Street Glens Falls, NY 12801
Phone: (518) 812-0053

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LAKE GEORGE ROUTE 9 GATEWAY
CONCEPT PLAN

MAP PREPARED FOR:
TOWN OF LAKE GEORGE
SEPTEMBER 24, 2010
91004.00