



MEETING NOTES

PIN: 1034.22.101
Route 5 - Central Avenue
Route 155 to Albany City Line

Region 1 Design

Date of Meeting	Start	End	Notes Prepared By:
11/09/07	1:00 PM	3:00 PM	Ian Ross
Location:		Project Manager:	
RM 323, R-1 Bldg, 328 State Street, Schenectady		Scott Nowalk	
Attended By: See attached Sign in Sheet			
General Information:			
Project information was distributed on 11/05/2007, prior to the meeting.			
Meeting Description:			
This project is a Federally funded 2R 90 mm Asphalt Concrete Mill and Fill with some drainage repairs and where possible update pedestrian and bicycle facilities. An open discussion was held and by Frank Bonafide			
Discussion Items:			
<p>Frank B. opened the meeting with a background of the project, explaining the timeframe and that concrete would not be used as previously discussed. He also said that given the current scope & preliminary estimate, the project limits could be extended to the Albany City Line.</p> <p>The following topics were discussed:</p> <p><u>Raised Island at Northway Mall and Colonie Center:</u></p> <p>Denise S. stated that the Town of Colonie wanted a raised median landscaped gateway treatment at this intersection. She also stated that the Town of Colonie would accept responsibility to maintain the landscaping. Mike L. explained his idea for the gateway treatment to have salt/sand resistant plantings and a raised retaining wall a couple blocks high to stop mid block crossings. Geoff W. explained that the retaining wall also needed to be maintained with the landscaping to clarify responsibilities. Frank B. asked Scott N. to draw up a maintenance agreement.</p> <p>Anne B. asked if we could improve the lighting on Central Ave. Geoff W. stated that it is not something the state could do in this contract. He also stated the municipalities could contact National Grid and see if there are some upgraded light heads they could install. Frank L. said the Village of Colonie had done so in the past and it is very costly.</p> <p><u>Re-striping for Bicyclists:</u></p> <p>Mike L. asked if some room for a striped bike lane could be taken from the median to get the required width. Scott N. responded that the existing medians are only 12 feet now and should not be reduced. Jason P. said he thought the 3 foot wide striped lane without designating as a bike lane is better than nothing. He also said that two 11 foot lanes will have a calming effect on traffic. Carolyn L. said that if the narrow bike lane was striped, the motorist would expect a bicyclist to stay in that area and cause conflicts between them around drainage structures. Anne B. said the City of Albany would be using the 14 foot wide curb lane in their adjacent project.</p> <p>Anne B. brought up that a new pavement marking is starting to be used called a "Sharrow" to notify the motorist of a shared lane. Frank B. said we would look into using these and would talk to Traffic about them.</p>			

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Discussion Items (cont)

Extending Project Limits to the Albany City Line:

Anne B. asked that with an extension, will there be a surprise with drainage issues causing a large inflation in project cost? Scott N. said that the drainage on the extended section is the same age as the rest of the job so it all looks to be in mostly good shape. He added Patroon Creek is the main cause of the flooding problem near I-90 and this project will not be affecting this.

Glenn P. stated that the planning board will ask, "Are we just doing this to spend the money, not for a real need".

Christina Y. said we should spend the money on access management rather than paving where it doesn't need it. Frank B. responded that we would be happy to partner with CDTA on a joint Queue Jumper/Access Management project when the Access Management study recommendations are obtained. Geoff W. stated that from Design's standpoint, extending the limits is a simple thing to do within the scope and time frame of this project.

Denise S. asked if there was money to make a similar gateway treatment near the Albany City Line. Scott N. responded that we could look into this but would be difficult to do without access management. This can be looked into when the access management study is done.

Bus Turnouts

Scott N. stated that we didn't propose to use concrete in the bus turnouts because it is not thought to be needed. Also, he stated that the turnouts would receive an asphalt resurfacing when the roadway was resurfaced. Christina Y. said that not pouring concrete would be changing the standard. She added that the new hybrid buses were very heavy and needed this treatment. Geoff W. said we should look into the standards and see if this is required.

Christina Y. said that CDTA and their designer wanted a 20 foot wide cross walk at the intersection at Colonie Center Mall because of high volume and the extra width DOT had given wouldn't be enough. Carolyn L. said that DOT will look into the pedestrian counts to see what the need is at the intersection.

Scott N. asked if there were some bus turnouts that still needed to be removed because of non use by the drivers. Christina Y. replied that they still do not have any info on which turnouts would need to be removed. It was decided that no turnouts will need to be removed in this contract.