

SELKIRK BYPASS: A290

Post 2014 Funding: \$7.895 M Construction (NHS)

History:

- The Town completed a study of the Route 9W corridor which identified heavy truck traffic along Maple Avenue (NYS 396) as a significant quality of life and safety concern for residents living in the hamlet of Selkirk. The road is relatively narrow with a number of sharp curves with minimal setbacks to the street. Most of the truck traffic is generated by the Selkirk Rail Yard.
- Subsequent to exploring a failed truck ban option, and with the encouragement of NYSDOT, the Town undertook preliminary design work to identify a bypass alignment that would run south of the hamlet. The Town submitted this proposal to CDTC for funding consideration, and in 1993 CDTC added the project to the TIP.
- Following placement on the TIP, the project went through the NYSDOT scoping process, which identified a more costly alternative to the north of the Hamlet. The project appears to have stalled at this point due in part to funding considerations and lack of consensus on a preferred alignment.
- In 2005 the Town completed its Comprehensive Plan which recognized the importance of the Selkirk Bypass in addressing quality of life and safety concerns in Selkirk, and as a tool to improve access to intermodal facilities at the Selkirk rail yards and to create economic development opportunities in the US 9W corridor.
- A CDTC Linkage study was completed in 2008 that analyzed the many implications of three alignment alternatives, and identified the Creble Road area option as the preferred planning alignment. The study assumed a new roadway on a new alignment, with a new Thruway interchange. Two options were presented. The first option, estimated at \$24.7 M would connect US 9W to the Thruway (the termination point). The second option, would connect US 9W to NYS 144, adding \$11.1 M to the cost.
- Recognizing the financial limitations for public funding of the Selkirk Bypass, the Linkage Study presented a general framework for financing the road that would include both public and private sector participation. Several options were investigated and as the project is progressed the Town will address the specifics of the alternative funding mechanisms.
- In 2008, the Town undertook a preliminary Thruway interchange feasibility study and investigated the feasibility of improving segments of Clapper Road as an alternative to constructing a new road on a new alignment. The study concluded that reconstruction of Clapper Road in conjunction with interchange development could be a feasible option. The study estimated reconstructing Clapper Road in conjunction with an EZ-Pass only interchange at \$16.7 M (in 2008 dollars). Upgrading to a full access interchange would cost \$29.4 M. These results of the study were shared with the NYS Thruway Authority and NYSDOT. The Thruway has indicated the need for additional analysis, but has also indicated that in concept they are receptive to considering an interchange at the location, provided it is revenue neutral and meets FHWA requirements.

Status:

- The proposed new interchange is not on the Thruway Capital Plan. The latest proposal retains some of the value of a bypass around the Selkirk hamlet, and could definitely be a catalyst for future rail yard development. However, it represents no core infrastructure need for NYSDOT, but retains community interest.
- The project remains a committed element of the New Visions 2030 Plan at an estimated \$7.985M. Project is shown as a Community/Economic Development project.
- The Town is continuing to work toward development of the Selkirk Bypass and is committed to pursuing this objective. Next steps include continued communication with the Thruway Authority on remaining concerns and initiation of work to further define Town funding options.