

Amendments to the 2010-15 TIP

At its July 6, 2011 meeting, the CDTC Planning Committee approved the following amendments to the Transportation Improvement Program (TIP), contingent upon finding the proper offsets. Offsets have recently been found as part of a statewide grade-crossing initiative, so they have been added to the TIP.

1. A533 (1933.17), Municipal Work at Various Rail Crossing Locations, Cohoes

This work will include sidewalk installation, curbed island, driveway relocation and similar treatments at the following crossings: New Cortland Street, Bridge Street, Spring Street, Main Street, Pine Street, Newark/Remsen Street, Columbia/Mohawk Street and Ontario Street.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Amount</u>
A533, Municipal	D	Rail	10-11	\$0.025M
Work at Various	C	Rail	11-12	\$0.225M
Grade Crossings				
In Cohoes				

2. A535 (1933.16), Warning Device Upgrade at New Cortland Street Rail Crossing, Cohoes

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Amount</u>
A535, Warning	D	Rail	10-11	\$0.020M
Device Upgrade	C	Rail	11-12	\$0.200M

3. R303 (1932.08), Hunt Road Crossing of Pan Am Railways, Pittstown

This is a signal upgrade at the above crossing.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Amount</u>
R303, Hunt Road	C	Rail	10-11	\$0.235M
Grade Crossing				
Signal Upgrade				

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At its April 4, 2012 meeting, the CDTC Planning Committee approved the following amendments to the Transportation Improvement Program (TIP).

1. A491 & R268 (1528.68), Patroon Island Bridge

This project is being advanced and funded with Advance Construction. These funds are in addition to those already estimated to be available to CDTC. For this reason, CDTC staff is introducing a new fund source name: IM-AC, which stands for Interstate Maintenance with Advance Construction. This project is split in the TIP listings between Albany and Rensselaer Counties because it connects the two counties. Therefore, the total project cost is the sum of the two TIP listings below. The total increase, including phases already obligated in the TIP listing period, is \$2.808M, which is less than 2% of the total project cost, neither of which requires Policy Board action.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Previous Year</u>	<u>New Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
A491, Patroon Island Bridge	P	IM	08-10	08-10	\$1.000M	\$0.904M
	P	IM	---	10-11	---	0.100
	D	IM-AC	10-11	11-12	1.100	4.300
	C	IM-AC	14-15	11-12	38.750	68.200
	C	HBRR	14-15	---	31.250	---

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Previous Year</u>	<u>New Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
R268, Patroon Island Bridge	P	IM	08-10	08-10	\$1.000M	\$0.904M
	P	IM	---	10-11	---	0.100
	D	IM-AC	10-11	11-12	1.100	4.300
	C	IM-AC	14-15	11-12	38.750	68.200
	C	HBRR	14-15	---	31.250	---

2. SA217 (1757.36), Crescent Road Bike and Pedestrian Improvements

This amendment corrects a \$0.061M error introduced during the 2010-15 TIP update. Also, there have been cost increases due to

right-of-way purchase and inflation.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Previous Year</u>	<u>New Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
SA217, Crescent	P	CMAQ	08-10	08-10	\$0.071M	\$0.071M
Road Bike/Ped	D	CMAQ	08-10	10-11	0.071	0.083
Improvements	C	CMAQ	08-10	12-13	0.061	0.061
	C	CMAQ	12-13	12-13	0.587	0.861
	R	CMAQ	---	12-13	---	0.056

3. S175 (1755.37), CR 103 over Normanskill

The original design included the use of H-piles, but more investigation led to the conclusion that this design is not feasible, leading to a higher estimated cost. Also, FHWA now requires additional construction supervision.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Previous Year</u>	<u>New Amount</u>	<u>Amount</u>
S175, CR 103	P	HBRR	08-10	\$0.100M	\$0.100M
Over the	D	HBRR	08-10	0.101	0.101
Normanskill	C	HBRR	11-12	1.978	2.654

4. RG40 (1T09.94), Grade Crossing Safety Improvements Set-Aside

NYSDOT proposed several grade crossing projects statewide. CDTC's contribution to the offsets is the funding in the respective year in RG40. The funding is shown in a different format to accommodate the large number of projects. The fund source is Rail, denoting HSIP grade-crossing funds.

TIP #	PIN	Phase	CROSSING	Previous Year	New Year	Previous Amount	New Amount
R303	1932.08	C	Hunt Rd., Rensselaer Co.	10-11	11-12	0.235	0.400
R304	1932.24	C	Fishermans Lane, Rensselaer Co.	NA	11-12	---	0.126
R305	1932.25	C	Buttermilk Falls Rd., Rensselaer Co.	NA	11-12	---	0.189
S210	1932.26	C	Route 5S, Schenectady Co.	NA	11-12	---	0.112
R306	1932.42	C	Potter Hill Rd., Rensselaer Co.	NA	11-12	---	0.092
SA269	1932.91	C	Mott Rd./Lansings, Northumberland, Saratoga	NA	11-12	---	0.175
S211	1933.18	C	Main St. NY 395, Delanson, Schen. Co.	NA	11-12	---	0.240
SA270	1933.19	C	Park Ave., Mechanicville, Saratoga Co.	NA	11-12	---	0.200
A534	1933.20	C	Main St., Altamont, Albany Co.	NA	11-12	---	0.120
RG40	1T0994	P	Grade Crossing Safety Imp. Setaside	11-12	NA	0.120	0
RG40	1T0994	C	Grade Crossing Safety Imp. Setaside	11-12	NA	0.411	0

5. A536 & SA271 (1ABP01), Twin Bridges Deck Replacements

This amendment normally would require Policy Board action as a new project being added to the TIP. However, the Planning Committee approved the addition of the project to the TIP, rather than recommend its approval to the Policy Board for the following reasons:

- A. NYSDOT would like to put the project out to bid on a timetable that would be delayed if the normal Policy Board meeting schedule was followed.
- B. The Planning Committee didn't want another emergency Policy Board meeting if it could be avoided.
- C. The Policy Board already approved this project when it approved an unknown list of projects during its emergency conference call on March 9, 2012. (FHWA requires this project be separated from the list and added to the TIP.)
- D. CDTC TIP project selection guidelines do not address adding a project to the TIP from a Statewide project already approved by CDTC.

Given all of the above, the Planning Committee considered it preferable to act on its own, rather than to have another emergency Policy Board meeting. As in the past when this has occurred, this action will be reported to the Policy Board at its next meeting. The Policy Board can reverse this action if it is still possible.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Amount</u>
A536, Twin Bridges Rehabilitation	C	IM-AC	11-12	\$11.000M
SA271, Twin Bridges Rehabilitation	C	IM-AC	11-12	\$11.000M