



## City of Schenectady Department of Engineering

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**Gary R. McCarthy**  
Mayor

**Christopher R. Wallin, P.E.**  
City Engineer

January 31, 2019

Michael V. Franchini,  
Executive Director  
Capital District Transportation Committee  
One Park Place  
Albany, NY 12205-2676

**RE: TIP Amendments – S204 (PIN 1758.95), Kings Road Bridge Replacement over CSX/Amtrak**

Dear Mr. Franchini:

I would like to submit the following TIP Amendment for consideration for the replacement of the Kings Road Bridge over CSX/Amtrak. This project is currently listed on the existing 2016-2021 TIP. The project is currently in the preliminary design phase with a draft design report pending submission to both the New York State Department of Transportation (NYSDOT) and the National Railroad Passenger Corporation (Amtrak). A brief summary of the proposed change is below.

**TIP PROJECT NUMBER: S204 (1758.95) – Kings Road Bridge (CR 65) over CSX**

The amendment is proposed due to the following:

- Scope Change
- Cost Change (Amendment A / Amendment B)**
- Schedule Change
- New Project
- Other

**Background Information**

The proposed project involves the replacement of the Kings Road (CR65) Bridge (BIN 2203130) over CSX/Amtrak in Schenectady, NY. The bridge is located between Albany Street, a local

federal aid road with access onto State Route 7, and Highbridge Road, a local federal aid road with access onto Interstate 890. It is directly adjacent to 707 Kings Road.

Kings Road also referred to as “The Kings Highway” was originally a 16 mile foot path that ran from Albany to Schenectady, providing overland passage between the Hudson and Mohawk Rivers as early as the mid-17th Century. In addition to serving as an overland passage between the Hudson and Mohawk Rivers the Kings Highway was also an important trade corridor fostering trade between the Cities of Albany and Schenectady. It has been designated a historically significant roadway by New York State and is labeled as such at multiple locations.

This project was approved as a replacement at the Planning Committee’s past TIP Update. The bridge is anticipated to be replaced with a single span structure meeting Amtrak’s current clearance requirements. This new structure will require less maintenance by the City and remove a “barrier” on Amtrak’s rail lines.

**Provide Explanation for Changes**

There are two changes proposed within this TIP Amendment, the first Amendment “A” should be considered as a base cost change critical to the projects successful completion while the second Amendment “B” is the preferred option in line with current multi-modal goals of the City and Region.

**Amendment “A”**

It was discovered during preliminary design that the costs of the wingwalls were significantly underestimated during the projects original scoping estimate. The below increase would increase the project budget to rectify this issue and ensure adequate funding for the originally scoped project.

**CURRENT TIP DATA**

**PROPOSED TIP DATA**

<b>PIN</b>	<b>AMOUNT</b>	<b>FUND SOURCE</b>	<b>PHASE</b>	<b>FFY</b>	<b>AMOUNT</b>	<b>FUND SOURCE</b>	<b>PHASE</b>	<b>FFY</b>
<b>“A” 1758.95 (S204)</b>	0.240	STP-Urb.	P	17-18	0.240	STP-Urb.	P	17-18
	0.293	STP-Urb.	D	17-18	0.293	STP-Urb.	D	17-18
	0.012	STP-Urb.	I	17-18	0.012	STP-Urb.	I	17-18
	0.008	STP-Urb.	R	18-19	0.008	STP-Urb.	R	18-19
	3.820	STP-Urb.	C	19-20	<b>4.120</b>	<b>STP-Urb.</b>	<b>C</b>	<b>19-20</b>

**Amendment “B”**

Between the submission for the Kings Road Bridge Project Justification Package and today the City has successfully completed and adopted its updated Bike Infrastructure Master Plan; dated August 2017. Within this plan the Kings Road Bridge is identified as a barrier to bicyclists (page 18, “B3” narrow bridge, no shoulder). The current design of the new Kings Road Bridge will improve upon the existing conditions by providing a pedestrian sidewalk, but it will not substantially widen the deck or approaches significantly enough to remove this “barrier” nomenclature from the City’s adopted plan. Currently the road shoulders are proposed at 1’ and 4’ respectively where 5’ shoulders would be required to successfully remove this bridge as a barrier. I have asked our consultant to provide me with the total cost increase required to construct the bridge to these specifications. Those costs are shown below.

**CURRENT TIP DATA**

**PROPOSED TIP DATA**

<b>PIN</b>	<b>AMOUNT</b>	<b>FUND SOURCE</b>	<b>PHASE</b>	<b>FFY</b>	<b>AMOUNT</b>	<b>FUND SOURCE</b>	<b>PHASE</b>	<b>FFY</b>
<b>“B” 1758.95 (S204)</b>	0.240	STP-Urb.	P	17-18	0.240	STP-Urb.	P	17-18
	0.293	STP-Urb.	D	17-18	0.293	STP-Urb.	D	17-18
	0.012	STP-Urb.	I	17-18	0.012	STP-Urb.	I	17-18
	0.008	STP-Urb.	R	18-19	0.008	STP-Urb.	R	18-19
	3.820	STP-Urb.	C	19-20	<b>5.320</b>	<b>STP-Urb.</b>	<b>C</b>	<b>19-20</b>

*NOTE: the above Proposed TIP Data includes those costs shown in Amendment “A”*

I will be unable to attend the upcoming February 7<sup>th</sup> Planning Committee meeting however I would welcome any discussion or possible action on the above TIP Amendments as I believe having an open and constructive dialogue regarding regional transportation decisions such as this is the crux of the Planning Committee’s existence.

If you have any questions about this request, please feel free to contact me at 518-382-5082 or [cwallin@schenectadyny.gov](mailto:cwallin@schenectadyny.gov) .

Sincerely,



Christopher R. Wallin, P.E.  
City Engineer