

APPENDIX A

**LISTS OF PROJECTS FOR THE
CAPITAL DISTRICT AIR QUALITY
CONFORMITY FINDING FOR
THE NEW VISIONS 2030
REGIONAL TRANSPORTATION PLAN
AND
THE CDTC 2007-12
TRANSPORTATION IMPROVEMENT PROGRAM**

Capital District Transportation Committee

Table A1
Description of Project Scopes for Non-Exempt Projects In the 2012 Build Network
for the CDTC 2007-12 Transportation Improvement Program and the
New Visions 2030 Regional Transportation Plan

Number	Project	Scope
RG27	Travel Demand Management Incentive Program	Project scope is to encourage employer commitment to trip reduction through direct employee incentives; provide incentives for employer participation in such concepts as telecommuting, staggered work hours, carpool, vanpool, and bus transit support; participate financially in the additional employer costs on a challenge match basis, subject to limits by nature of cost and employer success. TDM IS ACHIEVED IN STEP MODEL THROUGH PLAN IMPLEMENTATION VMT REDUCTION.
RG39	Local Traffic Signal Set-Aside	REFLECTED IN CDTC STEP MODEL BY DESIGNATING SIGNAL COORDINATION NODE CLASS ON 26 INTERSECTIONS
A198	Route 7 Bridge over I-87 at Exit 6	Scope of improvement tentatively identified as providing additional capacity to the ramp intersections with Route 7 with widening of the bridge. REFLECTED IN CDTC STEP MODEL AS INCREASED INTERSECTION CAPACITY TO THE RAMP INTERSECTIONS WITH ROUTE 7 WITH WIDENING OF THE BRIDGE.
A240	Exit 3 (or 4)/Airport Connector	Construct new interchange (Exit 3) or redesign Exit 4. REFLECTED IN CDTC STEP MODEL AS A NEW INTERCHANGE SOUTH OF EXIT 4 WITH A FOUR LANE CONNECTOR FROM THE NORTHWAY TO ALBANY SHAKER ROAD AT THE AIRPORT ACCESS ROAD AND A FOUR LANE CONNECTOR FROM THE NORTHWAY TO WOLF ROAD AT METRO PARK ROAD, WITH WOLF ROAD SERVICE PLAN IN PLACE.
A345	Elm Street Bypass: New 2-lane road from NY 32-Cohoes Road to Lansing Lane with local access and 2 grade-separated rail crossings.	REFLECTED IN STEP MODEL AS A NEW TWO LANE CONNECTION NY 32-COHOES ROAD TO LANSING LANE.
A392	Relocation of Maxwell Road Part 2 Wolf Road Service Road	Add service road parallel to Wolf Road that connects to Maxwell Road. REFLECTED IN CDTC STEP MODEL AS NEW LINKS REPRESENTING SERVICE ROADS.
R173	I-90 Exit 8 Connector Phase 2 ITS Demonstration	REFLECTED IN STEP MODEL AS A NEW FOUR LANE ARTERIAL FROM THE I-90 EXIT 8 CONNECTOR TO ROUTE 4 AT HUDSON VALLEY COMMUNITY COLLEGE.
S94	Route 7 at Route 146 Intersection Improvements—	Addition of four left turn lanes. This project is not included in the year 2010 build network, and is included in the post five year TIP network. REFLECTED IN CDTC STEP MODEL AS INCREASED INTERSECTION CAPACITY.

Table A1 (continued)

Number	Project	Scope
R195	South Troy Industrial Park Road: New 2-Lane road through the South Troy Industrial Park to Adams Street, including sidewalks and bike lanes	REFLECTED IN STEP MODEL AS A NEW 2 LANE ROAD THROUGH THE SOUTH TROY INDUSTRIAL PARK TO ADAMS.
S96, SA108	Balltown Road Corridor Improvements Phase 1	Limits extend from River Road in Schenectady to Glenridge Road in Saratoga County. Project scope includes widening from 2 to 4 lanes and intersection improvements. This will include an additional span to the Rexford Bridge crossing of the Mohawk River. Phase 1 (included in the 2010 Build network) includes Aqueduct Road to Riverview Road. Phase 2 (post five year, see table A3) includes Aqueduct Road to River Road and Riverview Road to Glenridge Road, included in the post five year network. REFLECTED IN CDTC STEP MODEL AS INCREASE NUMBER OF LANES AND LINK CAPACITY, PLUS ADJUSTMENTS TO INTERSECTION CAPACITIES.
S120, SA109	Glenridge Road Traffic Improvements	Eliminate height restrictions. add eastbound climbing lane, and improve intersection with Maple Avenue. REFLECTED IN CDTC STEP MODEL BY REMOVING CAPACITY RESTRICTIONS AT RAILROAD UNDERPASS, PLUS INCREASING INTERSECTION CAPACITY AT GLENRIDGE AND MAPLE.
A435	ITS Signalization / Transit Priority: Washington, Western Avenues	Transit Signal Priority on Washington and Western Avenues. Replace signal hardware as needed, connect to TMC and provide transit priority at selected intersections. REFLECTED IN CDTC STEP MODEL BY DESIGNATING COORDINATION NODE CLASS ON WASHINGTON AND WESTERN AVENUE INTERSECTIONS AND A CAPACITY ADJUSTMENT.
R244	Troy ITS Signals Phase 2	Replace 22 signals and add pedestrian control and countdown timers in the area around Federal Street, Congress Street, Ferry Street and Fifth Street. REFLECTED IN CDTC STEP MODEL BY DESIGNATING COORDINATION NODE CLASS AT THESE 22 SIGNAL LOCATIONS.
RG99	ITS Elements & Transmit Systems for Capital District Interstates. This project was included in A319 prior to the 2005-10 TIP.	ITS portion of the project will add 4 closed circuit TVs, a fiber optic communication line, a new speed loop detector, 5 new overhead variable message signs, and 26 TRANSMIT receivers. MODELED USING SEPARATE STEP MODEL ASSIGNMENTS TO REPRESENT MAJOR, MEDIUM, AND MINOR INCIDENTS. BASED ON FREQUENCY OF INCIDENTS BY TYPE, TYPICAL DAILY BENEFITS ARE ESTIMATED AND ADDED TO MODELEING RESULTS FOR EACH BUILD SCENARIO.
A455	Thruway Exit 23 to Exit 24: Pavement Rehabilitation and Congestion Relief	Assumes widening from 4 lanes to 6 lanes.
A460	Operational Subsidy for Container Shipments	See CMAQ analysis for this project.
R262	Park & Ride Lots in NY 20 Corridor: This project is a drawdown on RG1 and is related to R255.	TDM IS ACHIEVED IN STEP MODEL THROUGH PLAN IMPLEMENTATION VMT REDUCTION.
SA218	Saratoga County Vanpool	TDM IS ACHIEVED IN STEP MODEL THROUGH PLAN IMPLEMENTATION VMT REDUCTION.
T74	Route 5 BRT Park & Ride Lot Development	TDM IS ACHIEVED IN STEP MODEL THROUGH PLAN IMPLEMENTATION VMT REDUCTION.
T80	NY 9 Corridor Transit Service in Albany and Saratoga Counties	TDM IS ACHIEVED IN STEP MODEL THROUGH PLAN IMPLEMENTATION VMT REDUCTION.

Table A2
Description of Project Scopes for Selected
Exempt TIP Projects
Included in the 2010 Build Network

Number	Project	Scope
A296	Relocate Maxwell Road and Widen ASR at new intersection	Relocation of Maxwell road to align with privately funded service roads. Scope includes improvements to intersection with Albany Shaker Road and realigned. Maxwell Road. REFLECTED IN CDTC STEP MODEL AS INCREASED INTERSECTION CAPACITY, WITH WOLF ROAD SERVICE PLAN ASSUMED.
SA201	Ballston Ave. (Union to Hamilton), Saratoga Springs. Reconstruction with a left turn lane, curb realignment, traffic signal replacement, sidewalks and streetscaping.	One traffic signal will be replaced with a traffic signal that provides a left turn phase. A left turn lane will be roughly 250 feet long, with some tapering in advance of this. REFLECTED IN CDTC STEP MODEL BY INCREASING THE CAPACITY OF THE INTERSECTION TO CORRESPOND TO THE ADDITION OF A LEFT TURN LANE.
A438	19th Street, from City Line to Congress Street Bridge: Reconstruction Includes new signals, raised median, some sidewalk & curb reconstruction, drainage and traffic calming. Watervliet.	The entire project is 5300 feet long. There are four traffic signals in the project limits that will be replaced. Signal coordination will be incorporated. REFLECTED IN CDTC STEP MODEL BY DESIGNATING COORDINATION NODE CLASS AT THESE 4 SIGNAL LOCATIONS.
RG37 and RG37A	HELP Program: DOT's Highway Emergency Local Patrol program assists stranded motorists on selected portions of Interstate roads in the Capital District; and TMC Operating Costs	MODELED USING SEPARATE STEP MODEL ASSIGNMENTS TO REPRESENT MAJOR, MEDIUM, AND MINOR INCIDENTS. BASED ON FREQUENCY OF INCIDENTS BY TYPE, TYPICAL DAILY BENEFITS ARE ESTIMATED AND ADDED TO MODELEING RESULTS FOR EACH BUILD SCENARIO.
A461	Fuller Road/Washington Avenue Intersection	The signalized intersection will be replaced with a modern roundabout. MODELED AS AN INCREASE IN CAPACITY AT THE INTERSECTION.
T75	Route 5 BRT Transit Signal Priority	MODELED AS PART OF TRANSIT AND DEMAND MANAGEMENT MODELING ASSUMPTIONS
A463	Queue Jumper at Central Avenue and Wolf Road	MODELED AS PART OF TRANSIT AND DEMAND MANAGEMENT MODELING ASSUMPTIONS
A462	Queue Jumper at Central Avenue and New Karner Road	MODELED AS PART OF TRANSIT AND DEMAND MANAGEMENT MODELING ASSUMPTIONS

Table A3
Projects Post Five Year TIP, Included in the Plan Network
for the New Visions 2030 Regional Transportation Plan

Number	Project	Scope
A243	Route 85 Corridor (Slingerlands Bypass), Phase 3	Widen from vicinity of Krumkill to Cherry Avenue from 2 to 4 lanes, including the portion (Blessing to Cherry) on new alignment from Phase 2. Includes crossing of the Normanskill. REFLECTED IN CDTC STEP MODEL AS AN INCREASE IN THE NUMBER OF LANES AND CAPACITIES OF ROAD SEGMENTS TO BE IMPROVED, ADJUSTMENT TO INTERSECTION CAPACITIES.
A295	New Karner Road widening	Reconstruct existing facility with 2 lane cross section from US20 (Western Avenue) to NY5, with some capacity improvements at intersections. Includes increasing the capacity of the Washington Avenue Extension intersection with New Karner Road. REFLECTED IN CDTC STEP MODEL ADJUSTMENT TO INTERSECTION CAPACITIES.
A453	Watervliet Shaker Road widening Phase 3	Widen existing facility from Vly Road to Albany Shaker Road. REFLECTED IN CDTC STEP MODEL AS INCREASED NUMBER OF LANES AND LINK CAPACITY, PLUS ADJUSTMENT TO INTERSECTION CAPACITIES.
S97	NY50, Freeman's Bridge Road to Glenridge Road: Corridor Improvements	The scope of the project is expected to incorporate a number of largely developer-funded improvements such as access management, a parallel access road and/or intersection modification such as roundabouts, in the context of or coordinated with a state of good repair/safety public project. This project is not included in the year 2010 build network, and is included in the post five year TIP network. REFLECTED IN CDTC STEP MODEL AS INCREASE NUMBER OF LANES AND LINK CAPACITY, PLUS ADJUSTMENTS TO INTERSECTION CAPACITIES.
A290	Selkirk Bypass	New 2 lane facility on new alignment to replace existing Route 396 through the hamlet of Selkirk. REFLECTED IN CDTC STEP MODEL AS NEW LINK.
S96, SA108	Balltown Road Corridor Improvements Phase 2	Limits extend from River Road in Schenectady to Glenridge Road in Saratoga County. Project scope includes widening from 2 to 4 lanes and intersection improvements. This will include an additional span to the Rexford Bridge crossing of the Mohawk River. Phase 1 (included in the 2010 Build network, see Table A1) includes Aqueduct Road to Riverview Road. Phase 2 (included in the post five year TIP) includes Aqueduct Road to River Road and Riverview Road to Glenridge Road, included in the post five year network. REFLECTED IN CDTC STEP MODEL AS INCREASE NUMBER OF LANES AND LINK CAPACITY, PLUS ADJUSTMENTS TO INTERSECTION CAPACITIES.

Table A4

**Description of Project Scopes for Hypothetical Projects
To Represent Additional Economic Development
And Congestion Management Projects
Not Currently Programmed*
for the New Visions 2030 Regional Transportation Plan**

Number	Project	Scope
	I-787 Direct Access to the Port of Albany and Tandem Lot Construction	REFLECTED IN CDTC STEP MODEL AS A NEW LINKS REPRESENTING RAMPS CONNECTING I-787 AND THE PORT OF ALBANY.
	Signalize the intersection of Old Wolf Road and Watervliet Shaker Road	REFLECTED IN CDTC STEP MODEL AS INCREASED INTERSECTION CAPACITY AND CHANGING SIGNAL TYPE TO SIGNALIZED INTERSECTION
	Cordell Road and Morris Road Rail Crossing Grade Separation And Consolidation	REFLECTED IN CDTC STEP MODEL AS A NEW LINKS REPRESENTING NEW CONNECTOR BETWEEN CORDELL ROAD AND MORRIS ROAD, REMOVAL OF LINK FOR MORRIS ROAD OVER THE RAIL TRACKS, AND REMOVAL OF RAIL CROSSING SIGNAL FOR CORDELL ROAD.
	Lincoln Ave grade separation	Scope includes new road from Walker Way to Rapp Road, rehabilitation of Rapp Road, and grade crossing elimination on Lincoln Avenue. REFLECTED IN CDTC STEP MODEL AS A LINK WITH TWO LANE LINK CAPACITY.
	Widen Broadway in Schenectady from Crane Street to Guilderland Avenue	REFLECTED IN CDTC STEP MODEL AS INCREASED INTERSECTION CAPACITIES AND LINK CAPACITIES TO REFLECT FOUR LANES.
	I-90 and Livingston Avenue Intersection Improvements—	Addition of two southbound turn lanes to US 9/Livingston Avenue intersection. REFLECTED IN CDTC STEP MODEL AS INCREASED INTERSECTION CAPACITY.

- “Year 2015 with full *New Visions Plan*”, “Year 2025 with full *New Visions Plan*” and “Year 2030 with full *New Visions Plan*” includes the projects listed in this appendix to represent *hypothetical* additional economic development and congestion management projects that are currently unprogrammed. The New Visions Plan calls for an additional \$60 million for congestion management projects and an additional \$60 million for economic development projects beyond what is currently programmed in the TIP. The projects listed in this appendix were included in the STEP Model network for the “Year 2015 with full *New Visions Plan*” Year 2025 with full *New Visions Plan*” and “Year 2030 with full *New Visions Plan*” scenarios for modeling purposes. However, they are used as hypothetical, representative projects and do not have status in the New Visions Plan. The New Visions Plan intentionally does not designate the additional \$60 million for Congestion Management projects and the additional \$60 million economic development projects to any specific projects at this time.

Table A5

**Description of Project Scopes and Status for Projects
in the Luther Forest Technology Park Area, Saratoga County**

Number	Project	Length (miles)	Cost	Exempt/Non-Exempt Status	Scope
SA240	Round Lake Bypass	1.6		Non-Exempt	New 2 lane road from Route 9/Route 67 intersection north of the Village of Round Lake to Curry Road near Northway Exit 11. This project is added to the TIP and the Regional Plan as a community compatibility project with the objective of improving the quality of life for residents in the Village of Round Lake. REFLECTED IN CDTC STEP MODEL AS A NEW 2 LANE ROAD WITH A NEW ROUNDABOUT INTERSECTION WITH ROUTE 9/ROUTE 76 AND WITH CURRY ROAD.
	Stone Break Road	1.93		Non-Exempt	New 2 lane road from Route 9/Route 67 to the chip fab plant. REFLECTED IN CDTC STEP MODEL AS A NEW 2 LANE ROAD WITH A NEW ROUNDABOUT INTERSECTION WITH ROUTE 9.
	Main Access Road	2.05		Non-Exempt	New 4 lane road from Route 67 to Cold Springs Connector. REFLECTED IN CDTC STEP MODEL AS A NEW 4 LANE ROAD WITH A NEW ROUNDABOUT INTERSECTION WITH ROUTE 67 AND A ROUNDABOUT INTERSECTION WITH COLD SPRINGS CONNECTOR.
	Western Connector	0.30		Non-Exempt	New 2 lane road from Stone Break Road to Main Access Road. REFLECTED IN CDTC STEP MODEL AS A NEW 2 LANE ROAD.
	Eastern Connector	0.57		Non-Exempt	New 2 lane road from Stone Break Road to Main Access Road. REFLECTED IN CDTC STEP MODEL AS A NEW 2 LANE ROAD WITH ROUNDABOUT INTERSECTIONS AT EACH END.
	Cold Springs Connector	0.76		Non-Exempt	New 2 lane road from Main Access Road to Cold Springs Road. REFLECTED IN CDTC STEP MODEL AS A NEW 2 LANE ROAD WITH ROUNDABOUT INTERSECTIONS AT EACH END.
SA225	Commercial Access Highway Improvements: Two Roundabouts			Exempt; Roundabouts	Roundabouts at 1) Fox Wander West and Dunning Street, 2) Hermes Road and Dunning Street. This project is already included in the CDTC TIP as an exempt project. REFLECTED IN THE CDTC TIP AS INTERSECTION CAPACITIES CORRESPONDING TO ROUNDABOUTS AT THESE LOCATIONS.
	Cold Springs Road	2.95		Non-Exempt	Pave existing town road from Fitch Road to CR 76. A portion of this road is currently an unpaved road. REFLECTED IN CDTC STEP MODEL AS A NEW 2 LANE ROAD, SINCE IT IS NOT REPRESENTED IN THE NO-BUILD NETWORK.
	Fitch Road	0.99		Exempt; Type A10, Pavement resurfacing and/or rehabilitation	Repaving of an existing 2 lane road; from Sawhill Mill Road to Cold Springs Road. REPAVING NOT MODELED BY THE CDTC STEP MODEL.
	Farley Road	1.05		Exempt; Type A10, Pavement resurfacing and/or rehabilitation	Repaving of an existing 2 lane road; from Route 67 to Fitch Road. REPAVING NOT MODELED BY THE CDTC STEP MODEL.
	East Gateway Village of Round Lake			Exempt; Streetscaping improvements	This project will add no new capacity to the intersection. It will provide streetscaping and aesthetic improvements. NOT REPRESENTED IN THE CDTC STEP MODEL.

	Intersection of Lake Road/Route 9P			Exempt; Type D2, Intersection signalization projects at individual intersections	This project will add a signal to this intersection. REPRESENTED IN THE CDTC MODEL BY INCREASING INTERSECTION CAPAITY AT THIS NODE.
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