

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Richard Perrin, Executive Director *RP*
DATE: March 1, 2011
SUBJECT: Proposed Resolutions 11-5 through 11-46 (Amending the *2011-2014 TIP*, respectively)

Monroe County, NYSDOT, and RGRTA have requested project changes to the *2011-2014 Transportation Improvement Program (TIP)* for GTC Board consideration.

The following items are provided for your consideration:

1. Proposed Resolution 11-5 (Amending the *2011-2014 TIP* by increasing the cost of, renaming, and modifying the description of the Kirk Road Bridge over Round Pond Creek project) and related documentation (*See pages 63 and 65*)

- *Increase* the total cost of the project from \$998,094 (\$798,475 Federal) to \$1,042,094 (\$833,675 Federal); *Add* a Right-of-Way Acquisition phase at a cost of \$44,000 (\$35,200 Federal); *Rename* the project "Kirk Road Bridge over Round Pond Creek and Round Pond Creek Tributary"; *Modify* the project description from "Replace the Kirk Rd. bridge over Round Pond Creek Tributary in the Town of Greece" to "Replace the Kirk Rd. bridge over Round Pond Creek and Round Pond Creek Tributary in the Town of Greece"; *Modify* the project Notes to include BIN 3317550.

This amendment is requested by Monroe County. The source of the additional Federal funds is the Highway Bridge Program.

2. Proposed Resolution 11-6 (Amending the *2011-2014 TIP* by increasing the cost of the Burnt Mill Road Bridge over Black Creek Preventive Maintenance project) and related documentation (*See pages 63 and 68*)

- *Increase* the total cost of the project from \$351,376 (\$281,101 Federal) to \$404,959 (\$323,967 Federal); *Add* a Preliminary Engineering phase at a cost of \$24,974 (\$19,979 Federal); *Add* a Detailed Design phase at a cost of \$28,609 (\$22,887 Federal).

This amendment is requested by Monroe County. The source of Federal funds is the Highway Bridge Program.



- 3. Proposed Resolution 11-7** (Amending the *2011-2014 TIP* by changing the phase costs and schedules of select TIP Projects funded through Federal discretionary programs) and related documentation (See pages 63, 64, 71 through 78, and 79)

On behalf of many project sponsors, NYSDOT is proposing amendments to the *FFY 2011-2014 TIP* by modifying the schedules of select projects to incorporate phases that were not obligated in FFY 2010 as anticipated and to realign phase costs. All of the changes involve funds from Federal discretionary programs that are only available to the respective projects and, therefore, do not require an offset. The proposed changes are detailed in Exhibit 1 of the Resolution.

- 4. Proposed Resolution 11-8** (Amending the *2011-2014 TIP* by decreasing the cost of the Rochester/Monroe County Traffic Control Center project) and related documentation (See pages 71 and 83)

- *Decrease* the total cost of the project from \$3,400,000 (\$2,720,000 Federal) to \$2,625,000 (\$2,100,000 Federal); *Decrease* the FFY 2011 Other phase from \$775,000 (\$620,000 Federal) to \$0 (\$0 Federal).

This amendment is requested by NYSDOT on behalf of Monroe County. The source of Federal funds is the STP-Flex program.

- 5. Proposed Resolution 11-9** (Amending the *2011-2014 TIP* by deferring phases of the Buffalo Road Preventive Maintenance project) and related documentation (See pages 71 and 86)

- *Defer* the Construction phase from FFY 2011 to FFY 2012 in the amount of \$263,989 (\$211,191 Federal); *Defer* the Construction Inspection phase from FFY 2011 to FFY 2012 in the amount of \$26,911 (\$21,529 Federal).

This amendment is requested by NYSDOT on behalf of the City of Rochester. The source of Federal funds is the STP-Flex program.

- 6. Proposed Resolution 11-10** (Amending the *2011-2014 TIP* by reprogramming phases of the Canandaigua Downtown Rail-with-Trail project) and related documentation (See pages 72 and 89)

- *Add* a Preliminary Engineering phase at a cost of \$25,000 (\$20,000 Federal); *Decrease* the Detailed Design phase from \$69,690 (\$55,752 Federal) to \$44,690 (\$35,752 Federal); *Defer* the Construction phase from FFY 2011 to FFY 2012 in the amount of \$263,989 (\$211,191 Federal); *Defer* the Construction Inspection phase from FFY 2011 to FFY 2012 in the amount of \$26,911 (\$21,529 Federal).

This amendment is requested by NYSDOT on behalf of the City of Canandaigua. The source of Federal funds is the Congestion Mitigation and Air Quality program.

7. Proposed Resolution 11-11 (Amending the *2011-2014 TIP* by increasing the cost of the Dewey Avenue Preventive Maintenance project) and related documentation
(See pages 72 and 92)

- *Modify* project Notes to indicate that this project includes the implementation of the Driving Park Avenue Preventive Maintenance project (TIP # H07-32-MN1, PIN 475454); *Increase* the Construction phase from \$1,155,000 (\$924,000 Federal) to \$1,593,000 (\$1,274,400 Federal); *Increase* the Construction Inspection phase from \$115,000 (\$92,000 Federal) to \$159,000 (\$127,200 Federal).

This amendment is requested by NYSDOT on behalf of the City of Rochester. The source of the additional Federal funds is the STP-Flex program.

8. Proposed Resolution 11-12 (Amending the *2011-2014 TIP* by increasing the cost of the Lyell Avenue Reconstruction project) and related documentation (See pages 73 and 96)

- *Increase* the total cost of the project from \$1,990,736 (\$976,800 Federal) to \$2,031,736 (\$1,009,600 Federal); *Add* a Right-of-Way Acquisition phase at a cost of \$41,000 (\$32,800 Federal).

This amendment is requested by NYSDOT on behalf of Monroe County. The source of the additional Federal funds is the STP-Large Urban program.

9. Proposed Resolution 11-13 (Amending the *2011-2014 TIP* by increasing the cost of the Edgemere Drive Bridge over Round Pond Outlet project) and related documentation
(See pages 73 and 99)

- *Increase* the total cost of the project from \$1,110,000 (\$888,000 Federal) to \$1,148,000 (\$918,000 Federal); *Add* a Right-of-Way Acquisition phase at a cost of \$38,000 (\$30,400 Federal).

This amendment is requested by NYSDOT on behalf of Monroe County. The source of the additional Federal funds is the Highway Bridge Program.

10. Proposed Resolution 11-14 (Amending the *2011-2014 TIP* by increasing the cost of the Union Street Bridge Replacement project) and related documentation
(See pages 73 and 102)

- *Increase* the total cost of the project from \$934,331 (\$747,465 Federal) to \$1,057,520 (\$846,016 Federal); *Decrease* the Detailed Design phase from \$160,590 (\$128,472 Federal) to \$68,520 (\$54,816 Federal); *Increase* the Construction phase from \$678,720 (\$542,976 Federal) to \$855,000 (\$684,000 Federal); *Increase* the Construction Inspection phase from \$95,021 (\$76,017 Federal) to \$134,000 (\$107,200 Federal).

This amendment is requested by NYSDOT on behalf of Monroe County. The source of the additional Federal funds is the Highway Bridge Program.

11. Proposed Resolution 11-15 (Amending the *2011-2014 TIP* by increasing the cost of the Long Pond Road Reconstruction project) and related documentation
(See pages 73 and 105)

- *Increase* the total cost of the project from \$3,375,000 (\$2,870,000 Federal) to \$3,428,000 (\$2,914,000 Federal); *Add* a Right-of-Way Acquisition phase at a cost of \$37,000 (\$29,600 Federal); *Increase* the Construction phase from \$2,933,000 (\$2,517,120 Federal) to \$2,950,000 (\$2,531,120 Federal).

This amendment is requested by NYSDOT on behalf of Monroe County. The sources of the additional Federal funds are the STP-Large Urban and the SAFETEA-LU High Priority Projects programs.

12. Proposed Resolution 11-16 (Amending the *2011-2014 TIP* by deferring phases of the Black Street over Mud Creek project) and related documentation (See pages 74 and 108)

- *Defer* the Construction phase from FFY 2011 to FFY 2012 in the amount of \$294,232 (\$235,386 Federal); *Defer* the Construction Inspection phase from FFY 2011 to FFY 2012 in the amount of \$41,008 (\$32,806 Federal).

This amendment is requested by NYSDOT on behalf of the Genesee County. The source of Federal funds is the Highway Bridge Program.

13. Proposed Resolution 11-17 (Amending the *2011-2014 TIP* by advancing phases of the Clarendon Street Bridge over Falls Road Railroad project) and related documentation
(See pages 75 and 111)

- *Advance* the Detailed Design phase from FFY 2013 to FFY 2011 in the amount of \$167,201 (\$133,761 Federal); *Advance* the Right-of-Way Incidentals phase from FFY 2013 to FFY 2011 in the amount of \$42,873 (\$34,298 Federal); *Advance* the Right-of-Way Acquisition phase from FFY 2013 to FFY 2011 in the amount of \$75,026 (\$60,021 Federal).

This amendment is requested by NYSDOT on behalf of the Village of Albion. The source of Federal funds is the Highway Bridge Program.

14. Proposed Resolution 11-18 (Amending the *2011-2014 TIP* by deferring a phase of the Straub Road over Round Pond Creek project) and related documentation
(See pages 75 and 114)

- *Defer* the Right-of-Way Acquisition phase from FFY 2011 to FFY 2012 in the amount of \$10,253 (\$8,202 Federal).

This amendment is requested by NYSDOT on behalf of the Town of Greece. The source of Federal funds is the Highway Bridge Program.

15. Proposed Resolution 11-19 (Amending the *2011-2014 TIP* by adding the NYS Route 20 at Genesee County Road 35 (East Rd.) project) and related documentation
(See pages 75 and 117)

- *Add* a new project with a total cost of \$2,557,000 (\$220,700 Federal); *Add* a Right-of-Way Incidentals phase at a cost of \$13,000 (\$11,700 Federal); *Add* a Right-of-Way Acquisition phase at a cost of \$240,000 (\$209,000 Federal); *Add* a Construction phase at a cost of \$1,800,000 (\$0 Federal); *Add* a Construction Inspection phase at a cost of \$252,000 (\$0 Federal).

This amendment is requested by NYSDOT. This project was previously programmed with project phases in FFY 2010 and FFY 2011 but was inadvertently left out of the *2011-2014 TIP*. The source of Federal funds is the High Risk Rural Roads program.

16. Proposed Resolution 11-20 (Amending the *2011-2014 TIP* by increasing the cost of and deferring phases of the Rt. 18 over Moorman Creek project) and related documentation
(See pages 75 and 120)

- *Defer* the Construction phase from FFY 2011 to FFY 2012 and *Increase* the phase from \$699,250 (\$559,400 Federal) to \$853,000 (\$682,400 Federal); *Defer* the Construction Inspection phase from FFY 2011 to FFY 2012 and *Increase* the phase from \$97,394 (\$77,915 Federal) to \$119,000 (\$95,200 Federal).

This amendment is requested by NYSDOT. The source of the additional Federal funds is the Highway Bridge Program.

17. Proposed Resolution 11-21 (Amending the *2011-2014 TIP* by deleting the Quaker Street Bridge over the Erie Canal project) and related documentation
(See pages 76 and 123)

- *Delete* a project with a total cost of \$971,319 (\$777,055 Federal); *Decrease* the Construction phase from \$852,081 (\$681,665 Federal) to \$0 (\$0 Federal); *Decrease* the Construction Inspection phase from \$119,238 (\$95,390 Federal) to \$0 (\$0 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program.

18. Proposed Resolution 11-22 (Amending the *2011-2014 TIP* by deferring phases of the Inner Loop Bridge over Brown's Raceway project) and related documentation
(See pages 76 and 126)

- *Defer* the Construction phase from FFY 2012 to FFY 2014 in the amount of \$2,455,304 (\$1,964,243 Federal); *Defer* the Construction Inspection phase from FFY 2012 to FFY 2014 in the amount of \$122,348 (\$97,878 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program.

19. Proposed Resolution 11-23 (Amending the *2011-2014 TIP* by deferring phases of the Rt. 390 Multi-Use Trail - Canalway Trail to the 390 Bike Path at Rt. 104 project) and related documentation (*See pages 76 and 129*)

- *Defer* the Construction phase from FFY 2013 to FFY 2014 in the amount of \$3,928,148 (\$3,142,518 Federal); *Defer* the Construction Inspection phase from FFY 2013 to FFY 2014 in the amount of \$548,761 (\$439,009 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Congestion Mitigation and Air Quality program.

20. Proposed Resolution 11-24 (Amending the *2011-2014 TIP* by advancing the Technology Initiatives for Driving Excellence (TIDE) - Phase II project) and related documentation (*See page 132*)

- *Advance* the Other phase from FFY 2014 to FFY 2013 in the amount of \$1,000,000 (\$800,000 Federal).

This amendment is requested by NYSDOT on behalf of RGRTA. The source of Federal funds is the Congestion Mitigation and Air Quality program.

21. Proposed Resolution 11-25 (Amending the *2011-2014 TIP* by advancing a portion of a phase of the Mt. Hope Station project) and related documentation (*See page 135*)

- *Advance* a portion of the Other phase from FFY 2014 to FFY 2013; *Increase* the FFY 2013 Other phase from \$1,875,000 (\$1,500,000 Federal) to \$5,351,909 (\$4,281,527 Federal); *Decrease* the FFY 2014 Other phase from \$4,847,150 (\$3,877,720 Federal) to \$1,370,241 (\$1,096,193 Federal).

This amendment is requested by NYSDOT on behalf of RGRTA. The source of Federal funds is the Congestion Mitigation and Air Quality program.

22. Proposed Resolution 11-26 (Amending the *2011-2014 TIP* by deferring a phase of the I-390 Rest Areas project) and related documentation (*See pages 76 and 138*)

- *Defer* the Detailed Design phase from FFY 2011 to FFY 2012 in the amount of \$252,199 (\$226,979 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Interstate Maintenance program.

23. Proposed Resolution 11-27 (Amending the *2011-2014 TIP* by deferring phases of the Rt. 590 Bridges over Rt. 941V (Blossom Rd.) project) and related documentation
(See pages 76 and 141)

- *Defer* the Scoping phase from FFY 2011 to FFY 2012 in the amount of \$94,831 (\$75,865 Federal); *Defer* the Preliminary Engineering phase from FFY 2011 to FFY 2012 in the amount of \$479,281 (\$383,425 Federal); *Defer* the Detailed Design phase from FFY 2012 to FFY 2013 in the amount of \$390,830 (\$312,664 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program.

24. Proposed Resolution 11-28 (Amending the *2011-2014 TIP* by deferring phases of the Rt. 590 Bridges over Rt. 286 (Browncroft Blvd.) project) and related documentation
(See pages 76 and 144)

- *Defer* the Scoping phase from FFY 2011 to FFY 2012 in the amount of \$88,424 (\$70,739 Federal); *Defer* the Preliminary Engineering phase from FFY 2011 to FFY 2012 in the amount of \$438,273 (\$350,618 Federal); *Defer* the Detailed Design phase from FFY 2012 to FFY 2013 in the amount of \$358,153 (\$286,522 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program.

25. Proposed Resolution 11-29 (Amending the *2011-2014 TIP* by deferring phases of the Interstate Overhead Sign Structure Improvement (2011) project) and related documentation
(See pages 76 and 147)

- *Defer* the Construction phase from FFY 2011 to FFY 2012 in the amount of \$2,021,592 (\$1,819,433 Federal); *Defer* the Construction Inspection phase from FFY 2011 to FFY 2012 in the amount of \$101,084 (\$90,976 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Interstate Maintenance program.

26. Proposed Resolution 11-30 (Amending the *2011-2014 TIP* by increasing the cost of the I-390 Interchange Improvements @ Rt. 15A (Exit 16 Part 1) project) and related documentation
(See pages 76 and 150)

- *Increase* the total cost of the project from \$5,467,696 (\$4,920,093 Federal) to \$6,402,907 (\$5,762,616 Federal); *Increase* the Detailed Design phase from \$360,870 (\$324,783 Federal) to \$503,000 (\$453,000 Federal); *Increase* the Right-of-Way Acquisition phase from \$41,919 (\$37,727 Federal) to \$835,000 (\$751,500 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Interstate Maintenance program.

27. Proposed Resolution 11-31 (Amending the *2011-2014 TIP* by decreasing the cost of the I-390 Interchange Improvements @ Rt. 15 (Exit 16 Part 2) project) and related documentation (See pages 77 and 153)

- *Decrease* the total cost of the project from \$33,916,302 (\$30,524,672 Federal) to \$21,751,000 (\$19,575,900 Federal); *Decrease* the Detailed Design phase from \$10,038,720 (\$9,034,848 Federal) to \$1,764,000 (\$1,587,600 Federal); *Decrease* the Right-of-Way Incidentals phase from \$798,631 (\$718,768 Federal) to \$0 (\$0 Federal); *Decrease* the Right-of-Way Acquisition phase from \$3,092,134 (\$2,782,921 Federal) to \$0 (\$0 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Interstate Maintenance program.

28. Proposed Resolution 11-32 (Amending the *2011-2014 TIP* by adding the I-390 Interchange @ East River Rd. (Exit 16A Stage 3 of 4) project) and related documentation (See pages 77 and 156)

- *Add* a new project with a total cost of \$2,714,000 (\$2,443,000 Federal); *Add* a Detailed Design phase at a cost of \$2,714,000 (\$2,443,000 Federal).

This amendment is requested by NYSDOT. This project is split from PIN 439023. The source of Federal funds is the Interstate Maintenance program.

29. Proposed Resolution 11-33 (Amending the *2011-2014 TIP* by advancing the Rt. 39 (Main St.) Norfolk Southern Rail Crossing project) and related documentation (See pages 77 and 159)

- *Advance* the Other phase from FFY 2012 to FFY 2011 at a cost of \$240,000 (\$216,000 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the STP-Rail program.

30. Proposed Resolution 11-34 (Amending the *2011-2014 TIP* by adding the Wilkinson Road Railroad Crossing (CSX RR) project) and related documentation (See pages 77 and 162)

- *Add* a new project with a total cost of \$155,000 (\$139,500 Federal); *Add* an Other phase at a cost of \$155,000 (\$139,500 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the STP-Rail program.

31. Proposed Council Resolution 11-35 (Amending the *2011-2014 TIP* by adding the School Street Railroad Crossing (OMID RR) project) and related documentation *(See pages 77 and 165)*

- *Add* a new project with a total cost of \$155,000 (\$139,500 Federal); *Add* an Other phase at a cost of \$155,000 (\$139,500 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the STP-Rail program.

32. Proposed Resolution 11-36 (Amending the *2011-2014 TIP* by adding the Evans Road Railroad Crossing (R&S RR) project) and related documentation *(See pages 77 and 168)*

- *Add* a new project with a total cost of \$155,000 (\$139,500 Federal); *Add* an Other phase at a cost of \$155,000 (\$139,500 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the STP-Rail program.

33. Proposed Resolution 11-37 (Amending the *2011-2014 TIP* by adding the On-Board Video System Replacements project) and related documentation *(See pages 171 and 174)*

- *Add* a new project with a total cost of \$109,000 (\$87,200 Federal); *Add* an Other phase at a cost of \$109,000 (\$87,200 Federal).

This amendment is requested by RGRTA. The source of Federal funds is the FTA Section 5307 program.

34. Proposed Resolution 11-38 (Amending the *2011-2014 TIP* by adding the Fluids Management System for RTS & Lift Line project) and related documentation *(See pages 171 and 177)*

- *Add* a new project with a total cost of \$691,700 (\$553,360 Federal); *Add* an Other phase at a cost of \$691,700 (\$553,360 Federal).

This amendment is requested by RGRTA. The source of Federal funds is the FTA Section 5307 program.

35. Proposed Resolution 11-39 (Amending the *2011-2014 TIP* by adding the RGRTA Server Virtualization project) and related documentation *(See pages 171 and 180)*

- *Add* a new project with a total cost of \$205,000 (\$164,000 Federal); *Add* an Other phase at a cost of \$205,000 (\$164,000 Federal).

This amendment is requested by RGRTA. The source of Federal funds is the FTA Section 5307 program.

36. Proposed Resolution 11-40 (Amending the *2011-2014 TIP* by adding the RGRTA Software for Claims and Workers Compensation project) and related documentation
(See pages 172 and 183)

- *Add* a new project with a total cost of \$310,000 (\$248,000 Federal); *Add* an Other phase at a cost of \$310,000 (\$248,000 Federal).

This amendment is requested by RGRTA. The source of Federal funds is the FTA Section 5307 program.

37. Proposed Resolution 11-41 (Amending the *2011-2014 TIP* by decreasing the Prior Years cost of the Renaissance Square Transit Center project) and related documentation
(See pages 172 and 186)

- *Decrease* the Prior Years Other phase from \$36,652,000 (29,321,600 Federal) to \$35,540,889 (\$28,432,711 Federal).

This amendment is requested by RGRTA. The source of the reduced Federal funds is the FTA Section 5307 program.

38. Proposed Resolution 11-42 (Amending the *2011-2014 TIP* by renaming and decreasing the cost of the Purchase 24 Lift Line Buses (FFY 2012) project) and related documentation
(See pages 172 and 189)

- *Rename* the project "Purchase 18 Lift Line Buses (FFY 2012)"; *Decrease* the total cost of the project from \$2,239,000 (\$1,791,200 Federal) to \$1,308,000 (\$1,046,400 Federal); *Decrease* the Other phase from \$2,239,000 (\$1,791,200 Federal) to \$1,308,000 (\$1,046,400 Federal).

This amendment is requested by RGRTA. The source of Federal funds is the FTA Section 5307 program.

39. Proposed Resolution 11-43 (Amending the *2011-2014 TIP* by decreasing the cost of the Replace 33 Transit Buses (FFY 2012) project) and related documentation
(See pages 172 and 192)

- *Decrease* the total cost of the project from \$12,812,709 (\$10,250,167 Federal) to \$12,377,049 (\$9,901,639 Federal); *Decrease* the Prior Years Other phase from \$2,160,758 (\$1,728,606 Federal) to \$1,369,380 (\$1,095,504 Federal); *Decrease* the FFY 2012 Other phase from \$8,218,938 (\$6,575,150 Federal) to \$7,783,278 (\$6,226,622 Federal).

This amendment is requested by RGRTA. The source of the reduced Federal funds is the FTA Section 5307 program.

40. Proposed Resolution 11-44 (Amending the *2011-2014 TIP* by decreasing the cost of the Replace 10 Articulated Transit Buses (FY 2012) project) and related documentation
(See pages 172 and 195)

- *Decrease* the total cost of the project from \$8,180,000 (\$6,544,000 Federal) to \$7,471,968 (\$5,977,574 Federal); *Increase* the FFY 2011 Other phase from \$0 (\$0 Federal) to \$5,796,109 (\$4,636,887 Federal); *Decrease* the FFY 2012 Other phase from \$8,180,000 (\$6,544,000 Federal) to \$1,675,859 (\$1,340,687 Federal).

This amendment is requested by RGRTA. The source of Federal funds is the FTA Section 5307 program.

41. Proposed Resolution 11-45 (Amending the *2011-2014 TIP* by increasing the cost of the Preventive Maintenance (2011) project) and related documentation
(See pages 173 and 198)

- *Increase* the total cost of the project from \$5,359,971 (\$4,287,977 Federal) to \$6,465,347 (\$5,172,278 Federal); *Increase* the Other phase from \$5,359,971 (\$4,287,977 Federal) to \$6,465,347 (\$5,172,278 Federal).

This amendment is requested by RGRTA. The source of the additional Federal funds is the FTA Section 5307 program.

42. Proposed Resolution 11-46 (Amending the *2011-2014 TIP* by increasing the cost of the RGRTA Site and Facility Improvements project) and related documentation
(See pages 201 and 202)

- *Combine* with the RTS Site and Facility Improvements Phase II project (TIP # T11-15-MN1, PIN 482195); *Increase* the total cost of the project from \$1,689,998 (\$1,351,998 Federal) to \$17,944,998 (\$14,355,998 Federal); *Increase* the Other phase from \$1,689,998 (\$1,351,998 Federal) to \$17,944,998 (\$14,355,998 Federal).

The source of the additional Federal funds is the FTA Section 5309 program.

Proposed Resolutions 11-5 through 11-46 were reviewed and recommended for your approval by the Planning Committee at its February 10, 2011 meeting.

Recommended Action:

Approve Resolutions 11-5 through 11-46, amending the 2011-2014 TIP.



Department of Transportation

Monroe County, New York

Maggie Brooks
County Executive

Terrence J. Rice, P.E.
Director

January 14, 2011

Mr. Richard Perrin, Executive Director
Genesee Transportation Council
50 West Main Street, Suite 8112
Rochester, New York 14614

RECEIVED

JAN 14 2011

Genesee Transportation
Council

RE: Request for Amendments of the Transportation Improvement Program

Dear Mr. Perrin:

Project Description: Monroe County Intelligent Transportation System, NYSDOT PIN: 4ITS.13
Project Location: Monroe County, Project Sponsor: Monroe County

The Monroe County Intelligent Transportation System project was previously programmed in the Transportation Improvement Program and the total budget was programmed for construction activities. We have since determined that \$98,000 will be necessary to facilitate the design for this project. In order to maintain our current schedule, it is necessary to have the appropriate funds programmed for Detailed Design at this time. Therefore, we are requesting to transfer \$98,000 from Construction to Detailed Design for this project. There would be no impact to the existing project budget as this is earmark funding.

Project Description: Twin Bridge Road Bridge, NYSDOT PIN: 4754.81
Project Location: Monroe County, Project Sponsor: Monroe County

This bridge location has a second bridge fairly close by to the south and was included in the hydraulic analysis with the intention of removing it and replacing it with a smaller culvert as part of the overall project. The Phase I-IV work is underway and two issues have developed that complicates that culvert option. The first is that the northern, main bridge, is SHPO eligible and as such, it is likely that we will not be able to replace the bridge with a new structure as we had planned. Preliminary indications are that rehabilitation to preserve the existing structure as much as possible to retain the existing characteristics is the alternative that will be implemented. This will limit any adjustments to increase hydraulic flow that we had planned in order to replace the south bridge with a culvert. The second issue is the hydraulic analysis itself as it relates to the first issue. Due to the restrictions to the north bridge that may not allow us to increase the opening, the hydraulic analysis indicates that we will need to maintain a larger opening for the south bridge in order to maintain adequate stream flows. So, in light of this, we have investigated improvement options that consist of a rehabilitation of the northern, main bridge, which was the prime project that and would meet with SHPO expectations, but also rehabilitating the southern bridge to maintain the hydraulic capabilities instead of replacing it with a culvert. Preliminary estimates indicate we could do all of this within the existing budget that is programmed for the original project. Therefore, we are requesting to add the south bridge to the project description so that it can be included in the overall project. There would be no impact to the existing project budget.

Project Description: Kirk Road Bridge, NYSDOT PIN: 4753.94
Project Location: Monroe County, Project Sponsor: Monroe County

This bridge location has a second bridge approximately 150' to the south and was included in the hydraulic analysis with the intention of removing it and replacing it with a smaller culvert as part of the overall project however, the bridge was inadvertently omitted from the project description. The Phase I-IV work is underway and it has been determined that the second bridge is within the actual project limits of the prime project and therefore, improvements could not be made without impacting the second bridge. Therefore, we are requesting to add the south bridge to the project description so that it can be included in the overall project. This would be in addition to the funding request contained in the letter from NYSDOT.

Project Description: Burnt Mill Road Bridge, NYSDOT PIN: 4754.82
Project Location: Monroe County, Project Sponsor: Monroe County

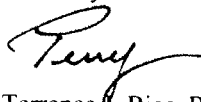
The Burnt Mill Road Bridge project was previously programmed in the Transportation Improvement Program at a value of \$76,000 for the Design phase. We have since determined that \$130,000 will be necessary to facilitate the design for this project. In order to maintain our current schedule, it is necessary to have the appropriate funds programmed for Design at this time. Therefore, we are requesting to increase the Design phase top \$130,000, The offset would come from the Kirk Road Bridge project.

Project Description: Portland Avenue, NYSDOT PIN: 4754.29
Project Location: Monroe County, Project Sponsor: Monroe County

The Portland Avenue project was previously programmed in the Transportation Improvement Program and the total design work was subsequently obligated for \$225,000. We have since determined that \$456,000 will be necessary to facilitate the design for this project. In addition, ROW Incidentals was programmed for \$20,000 and ROW Acquisition was programmed for \$10,000. It also has been determined that \$189,000 will now be needed for ROW Incidentals and \$100,000 will be needed for ROW Acquisition. In order to maintain our current schedule, it is necessary to have the appropriate funds programmed for Detailed Design, ROW Incidentals and ROW Acquisition at this time. Therefore, we are requesting to transfer \$231,000 from Construction to Detailed Design, \$169,000 from Construction to ROW Incidentals and \$90,000 from Construction to ROW Acquisition for this project. There would be no impact to the existing project budget as this is earmark funding.

If you have any questions, or need any additional information, please feel free to contact me at 753-7720 or Scott Leathersich at 753-7748.

Sincerely,



Terrence J. Rice, P.E.
Director of Transportation

TJR/sal

cc: S. Leathersich