

**MEMORANDUM**

**TO:** Genesee Transportation Council Members & Alternates  
**FROM:** Richard Perrin, Executive Director *RP*  
**DATE:** August 30, 2011  
**SUBJECT:** Proposed Resolutions 11-94 through 11-129 and 11-131 (Amending the *2011-2014 TIP*, respectively)

The City of Rochester, 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 11-94** (Amending the *2011-2014 TIP* by increasing the cost of the Rochester Amtrak Station Improvements project) and related documentation (See pages 81 and 83)
  - *Increase* the total cost from \$1,500,000 (\$1,500,000 Federal) to \$3,500,000 (\$2,900,000 Federal); *Increase* the FFY 2012 Preliminary Engineering phase from \$0 (\$0 Federal) to \$2,000,000 (\$1,600,000 Federal).

This amendment is requested by the City of Rochester. The source of additional Federal funds is the ARRA High Speed Rail initiative (Federal Railroad Administration portion).

- 2. Proposed Resolution 11-95** (Amending the *2011-2014 TIP* by increasing the cost of the Kirk Road Bridge over Round Pond Creek and Round Pond Creek Tributary project) and related documentation (See pages 87 and 88)
  - *Increase* the total cost from \$1,086,094 (\$868,875 Federal) to \$1,373,000 (\$1,098,400 Federal); *Add* a Detailed Design phase at a cost of \$50,000 (\$40,000 Federal); *Increase* the Construction phase from \$875,521 (\$700,417 Federal) to \$1,112,427 (\$889,942 Federal).

This amendment is requested by Monroe County. The source of the additional Federal funds is the Highway Bridge Program. The offset is provided by the previous advancement of PIN 403610 (Rt. 36 over Genesee River).

- 3. Proposed Resolution 11-96** (Amending the *2011-2014 TIP* by increasing the cost of the Penfield Road Bridge over Irondequoit Creek project) and related documentation (See pages 87 and 91)
  - *Increase* the total cost from \$968,233 (\$774,586 Federal) to \$1,501,080 (\$1,200,864 Federal); *Increase* the Detailed Design phase from \$74,700 (\$59,760 Federal) to \$109,700 (\$87,760 Federal); *Add* a Construction phase at a cost of \$471,182 (\$376,946 Federal) in FFY 2013; *Add* a Construction Inspection phase at a cost of



\$26,665 (\$21,332 Federal) in FFY 2013.

This amendment is requested by Monroe County. \$35,000 (\$28,000 Federal) of the offset is provided by the previous advancement of PIN 403610 (Rt. 36 over Genesee River). \$497,847 (\$398,278 Federal) of the offset is provided by the reduction of PIN 475479 (Klem Road Bridge over Mill Creek Tributary).

**4. Proposed Resolution 11-131** (Amending the *2011-2014 TIP* by modifying the project type and project description, and decreasing the cost of the Klem Road Bridge over Mill Creek Tributary project) and related documentation (*See pages 87 and 94*)

- *Modify* the Project Type from Bridge Replacement to Bridge Rehabilitation; *Modify* the Project Description from "Replace the Klem Rd. bridge over Mill Creek tributary in the Town of Webster" to "Rehabilitate the Klem Rd. bridge over Mill Creek tributary in the Town of Webster"; *Decrease* the total cost from \$1,080,691 (\$864,553 Federal) to \$582,844 (\$466,275 Federal); *Decrease* the Construction phase from \$935,902 (\$748,722 Federal) to \$499,194 (\$399,355 Federal); *Decrease* the Construction Inspection phase from \$131,026 (\$104,821 Federal) to \$69,887 (\$55,910 Federal).

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

**5. Proposed Resolution 11-97** (Amending the *2011-2014 TIP* by combining five Monroe County highway preventive maintenance projects) and related documentation (*See pages 87 and 97*)

- *Combine* the Clover Street Preventive Maintenance (PIN 475470), the Fetzner Road Preventive Maintenance (PIN 475473), the Elmwood Avenue Preventive Maintenance (PIN 475476), the Panorama Trail Preventive Maintenance (PIN 475508), and the South Winton Road Preventive Maintenance (PIN 475509) into a single project; *Rename* the project Monroe County Preventive Maintenance (2011).

This amendment is requested by Monroe County. The sources of Federal funds are the STP-Flex program and the National Highway System program.

**6. Proposed Resolution 11-98** (Amending the *2011-2014 TIP* by increasing the cost of the Scott Crescent Bridge over Millrace project) and related documentation (*See pages 104 and 112*)

- *Increase* the total cost from \$446,522 (\$357,218 Federal) to \$469,022 (\$375,218 Federal); *Add* a Detailed Design phase at a cost of \$22,500 (\$18,000 Federal).

This amendment is requested by NYSDOT on behalf of the Village of Scottsville. The source of additional Federal funds is the Highway Bridge Program. An offset is provided by advancing a phase of PIN 4B1203 (Underwater Bridge Inspection (2012)).

**7. Proposed Resolution 11-99** (Amending the *2011-2014 TIP* by adding the York Landing Culvert Washout Repairs project) and related documentation  
(See pages 105 and 115)

- *Add* a new project with a total cost of \$234,420 (\$187,536 Federal); *Add* an Other phase at a cost of \$234,420 (\$187,536 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Recreational Trails Program.

**8. Proposed Resolution 11-100** (Amending the *2011-2014 TIP* by combining three City of Rochester highway preventive maintenance projects) and related documentation  
(See pages 105 and 118)

- *Combine* the Otis Street Preventive Maintenance project (TIP # H07-25-MN1, PIN 475449), the University Avenue Preventive Maintenance project (PIN 475450), and the South Avenue Preventive Maintenance project (PIN 475451) into a single project; *Rename* the project City of Rochester Preventive Maintenance (2011) Group 1.

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

**9. Proposed Resolution 11-101** (Amending the *2011-2014 TIP* by combining two City of Rochester highway projects) and related documentation (See pages 105 and 123)

- *Combine* the Jefferson Avenue Preventive Maintenance project (TIP # H07-28-MN1, PIN 475515) and the Jefferson Avenue Rehabilitation Project (PIN 475524) into a single project; *Rename* the project Jefferson Avenue Improvements.

This amendment is requested by NYSDOT on behalf of the City of Rochester. The sources of Federal funds are the STP-Flex program and the FFY 2009 USDOT Appropriations Act.

**10. Proposed Resolution 11-102** (Amending the *2011-2014 TIP* by combining three City of Rochester multi-use trail projects) and related documentation (See pages 105 and 127)

- *Combine* the Genesee River Trail / Plymouth Avenue Greenway Connector project (TIP # N05-03-MN1, PIN 475410), the Genesee Riverway Trail - Corn Hill Landing to Lower Falls Park Section project (PIN 475441), and the Genesee Riverway Trail Neighborhood Connectors project (PIN 475443) into a single project; *Rename* the project City of Rochester Bicycle Trails.

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

**11. Proposed Resolution 11-103** (Amending the *2011-2014 TIP* by combining two Wyoming County bridge preventive maintenance projects) and related documentation (See pages 106 and 132)

- *Combine* the Wyoming County 2013 Bridge Preventive Maintenance Group 3 project (PIN 475561) and the Wyoming County 2013 Bridge Preventive Maintenance Group 2 project (PIN 475563) into a single project; *Rename* the project Wyoming County 2013 Bridge Preventive Maintenance.

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

**12. Proposed Resolution 11-104** (Amending the *2011-2014 TIP* by increasing the cost of the West Street Bridge over Cattaraugus Creek project) and related documentation (See pages 106 and 136)

- *Increase* the total cost from \$1,395,972 (\$1,116,778 Federal) to \$2,145,972 (\$1,716,778 Federal); *Increase* the Construction phase from \$1,208,711 (\$966,969 Federal) to \$1,853,711 (\$1,482,969 Federal); *Increase* the Construction Inspection phase from \$169,261 (\$135,409 Federal) to \$274,261 (\$219,409 Federal).

This amendment is requested by NYSDOT on behalf of Wyoming County. The source of additional Federal funds is the Highway Bridge Program. An offset is provided by the previous reduction of the cost of PIN 4940T5 (Inner Loop Bridge over Brown's Raceway).

**13. Proposed Resolution 11-105** (Amending the *2011-2014 TIP* by modifying the scope and description of the High Risk Rural Road Improvement in Wyoming County project) and related documentation (See pages 106 and 139)

- *Modify* the project description from "Reconstruction of the intersection of Dale, West Middlebury, and Capwell Roads in the Town of Middlebury to establish a controlled intersection and a safe approach to an adjacent railroad crossing" to "Reconstruction of the intersection of Dale, West Middlebury, and Capwell Roads in the Town of Middlebury to establish a controlled intersection and a safe approach to an adjacent railroad crossing, and minor improvements to the intersection of Curriers Road at Genesee Road in the Town of Arcade to improve approach visibility."

This amendment is requested by NYSDOT on behalf of Wyoming County. The source of Federal funds is the High Risk Rural Roads program.

**14. Proposed Resolution 11-106** (Amending the *2011-2014 TIP* by reinstating six railroad crossing projects) and related documentation (See pages 107 and 142)

- West Bergen Road Railroad Crossing – *Reinstate* a project with a total cost of \$46,667 (\$42,000 Federal); *Add* a Construction phase at a cost of \$46,667 (\$42,000 Federal).

- Ontario Street Railroad Crossing – *Reinstate* a project with a total cost of \$155,556 (\$140,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$15,556 (\$14,000 Federal); *Add* a Construction phase at a cost of \$124,444 (\$112,000 Federal); *Add* a Construction Inspection phase at a cost of \$15,556 (\$14,000 Federal).
- Eagle Street Railroad Crossing – *Reinstate* a project with a total cost of \$155,556 (\$140,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$15,556 (\$14,000 Federal); *Add* a Construction phase at a cost of \$124,444 (\$112,000 Federal); *Add* a Construction Inspection phase at a cost of \$15,556 (\$14,000 Federal).
- William Street Railroad Crossing – *Reinstate* a project with a total cost of \$155,556 (\$140,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$15,556 (\$14,000 Federal); *Add* a Construction phase at a cost of \$124,444 (\$112,000 Federal); *Add* a Construction Inspection phase at a cost of \$15,556 (\$14,000 Federal).
- Peoria Road Railroad Crossing – *Reinstate* a project with a total cost of \$161,111 (\$145,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$16,111 (\$14,500 Federal); *Add* a Construction phase at a cost of \$128,889 (\$116,000 Federal); *Add* a Construction Inspection phase at a cost of \$16,111 (\$14,500 Federal).
- New Road Railroad Crossing – *Reinstate* a project with a total cost of \$161,111 (\$145,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$16,111 (\$14,500 Federal); *Add* a Construction phase at a cost of \$128,889 (\$116,000 Federal); *Add* a Construction Inspection phase at a cost of \$16,111 (\$14,500 Federal).

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

**15. Proposed Resolution 11-107** (Amending the *2011-2014 TIP* by adding nine railroad crossing projects) and related documentation (*See pages 107, 108, and 150*)

- Pulver Road Railroad Crossing – *Add* a new project with a total cost of \$144,444 (\$130,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$14,444 (\$13,000 Federal); *Add* a Construction phase at a cost of \$115,556 (\$104,000 Federal); *Add* a Construction Inspection phase at a cost of \$14,444 (\$13,000 Federal).
- Dansen Road Railroad Crossing – *Add* a new project with a total cost of \$111,111 (\$100,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$11,111 (\$10,000 Federal); *Add* a Construction phase at a cost of \$88,889 (\$80,000 Federal); *Add* a Construction Inspection phase at a cost of \$11,111 (\$10,000 Federal).

- State Street Railroad Crossing – *Add* a new project with a total cost of \$188,889 (\$170,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$18,889 (\$17,000 Federal); *Add* a Construction phase at a cost of \$151,111 (\$136,000 Federal); *Add* a Construction Inspection phase at a cost of \$18,889 (\$17,000 Federal).
- North Street Railroad Crossing – *Add* a new project with a total cost of \$188,889 (\$170,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$18,889 (\$17,000 Federal); *Add* a Construction phase at a cost of \$151,111 (\$136,000 Federal); *Add* a Construction Inspection phase at a cost of \$18,889 (\$17,000 Federal).
- Gough Road Railroad Crossing – *Add* a new project with a total cost of \$388,889 (\$350,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$38,889 (\$35,000 Federal); *Add* a Construction phase at a cost of \$311,111 (\$280,000 Federal); *Add* a Construction Inspection phase at a cost of \$38,889 (\$35,000 Federal).
- Petten Street Railroad Crossing – *Add* a new project with a total cost of \$188,889 (\$170,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$18,889 (\$17,000 Federal); *Add* a Construction phase at a cost of \$151,111 (\$136,000 Federal); *Add* a Construction Inspection phase at a cost of \$18,889 (\$17,000 Federal).
- State School Road Railroad Crossing – *Add* a new project with a total cost of \$188,889 (\$170,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$18,889 (\$17,000 Federal); *Add* a Construction phase at a cost of \$151,111 (\$136,000 Federal); *Add* a Construction Inspection phase at a cost of \$18,889 (\$17,000 Federal).
- Ellinwood Road Railroad Crossing – *Add* a new project with a total cost of \$188,889 (\$170,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$18,889 (\$17,000 Federal); *Add* a Construction phase at a cost of \$151,111 (\$136,000 Federal); *Add* a Construction Inspection phase at a cost of \$18,889 (\$17,000 Federal).
- Walworth Road Railroad Crossing – *Add* a new project with a total cost of \$188,889 (\$170,000 Federal); *Add* a Preliminary Engineering phase at a cost of \$18,889 (\$17,000 Federal); *Add* a Construction phase at a cost of \$151,111 (\$136,000 Federal); *Add* a Construction Inspection phase at a cost of \$18,889 (\$17,000 Federal).

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

**16. Proposed Resolution 11-108** (Amending the *2011-2014 TIP* by modifying the source of a portion of the funding for the I-590 Interchange at Winton Road project) and related documentation (See pages 108 and 162)

- *Increase* the Interstate Maintenance share from \$5,175,245 to \$5,876,845; *Reduce* the State share from \$574,583 to \$100,400; *Reduce* the FHWA Highways for Life discretionary funds from \$780,000 to \$552,583.

This amendment is requested by NYSDOT. The source of the additional Federal funds is the Interstate Maintenance program. An offset is provided by the previous reduction of the same project.

**17. Proposed Resolution 11-109** (Amending the *2011-2014 TIP* by decreasing the cost of the I-490 Bridge over Marsh Road project) and related documentation (See pages 109 and 165)

- *Decrease* the total cost from \$6,203,326 (\$4,962,661 Federal) to \$4,542,000 (\$3,633,600 Federal); *Add* a Preliminary Engineering phase at a cost of \$269,000 (\$215,200 Federal); *Decrease* the Right-of-Way Incidentals phase from \$61,435 (\$49,148 Federal) to \$36,000 (\$28,800 Federal); *Decrease* the Detailed Design phase from \$554,221 (\$443,377 Federal) to \$215,000 (\$172,000 Federal); *Decrease* the Right-of-Way Acquisition phase from \$122,870 (\$98,296 Federal) to \$72,000 (\$57,600 Federal); *Decrease* the Construction phase from \$4,879,680 (\$3,903,744 Federal) to \$3,591,000 (\$2,872,800 Federal); *Decrease* the Construction Inspection phase from \$585,120 (\$468,096 Federal) to \$359,000 (\$287,200 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program. This action provides a \$1,033,750 (\$827,000 Federal) offset for PIN 494099 (Canandaigua Road Bridge over the Erie Canal) and a \$145,000 (\$116,000 Federal) offset for PIN 439045 (Rt. 390 Ramp Bridge over Rts. 104 and 390).

**18. Proposed Resolution 11-110** (Amending the *2011-2014 TIP* by increasing the cost of the Rt. 64 over Irondequoit Creek project) and related documentation (See pages 109 and 168)

- *Increase* the total cost from \$1,348,261 (\$1,078,609 Federal) to \$1,643,000 (\$1,314,400 Federal); *Increase* the Construction phase from \$1,163,341 (\$930,673 Federal) to \$1,378,000 (\$1,102,400 Federal); *Increase* the Construction Inspection phase from \$163,391 (\$130,713 Federal) to \$193,000 (\$154,400 Federal).

This amendment is requested by NYSDOT. The source of additional Federal funds is the Highway Bridge Program. \$160,250 (\$128,200 Federal) of the offset is provided by the previous reduction in PIN 4940T5 (Inner Loop Bridge over Brown's Raceway). \$133,750 (\$107,000 Federal) of the offset is provided by advancing a phase of PIN 4B1203 (Underwater Bridge Inspection (2012)).

**19. Proposed Resolution 11-111** (Amending the *2011-2014 TIP* by decreasing the cost of the Rt. 98 at Genesee Rd. in Wyoming County project) and related documentation (See pages 109 and 171)

- *Decrease* the total cost from \$760,000 (\$430,000 Federal) to \$32,000 (\$28,000 Federal); *Delete* the Construction phase at a cost of \$650,000 (\$360,000 Federal); *Delete* the Construction Inspection phase at a cost of \$78,000 (\$43,000 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the High Risk Rural Roads program. Due to recent operational modifications (i.e., enhanced signage and striping) the accident rate is decreasing at this location, eliminating the need for the project at this time.

**20. Proposed Resolution 11-112** (Amending the *2011-2014 TIP* by decreasing the cost of the Rt. 33A Bridge over Black Creek project) and related documentation (See pages 109 and 174)

- *Decrease* the total cost from \$3,338,556 (\$2,670,845 Federal) to \$3,272,363 (\$2,617,890 Federal); *Delete* the Scoping phase at a cost of \$66,193 (\$52,954 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program. This action provides a \$66,193 (\$52,954 Federal) offset for PIN 439045 (Rt. 390 Ramp Bridge over Rts. 104 and 390).

**21. Proposed Resolution 11-113** (Amending the *2011-2014 TIP* by decreasing the cost of the ITS Operations project) and related documentation (See pages 110 and 178)

- *Decrease* the total cost from \$5,541,414 (\$4,433,131 Federal) to \$4,541,414 (\$3,633,131 Federal); *Modify* the project notes to eliminate the inclusion of PIN 4ITS16; *Decrease* the FFY 2012 Other phase from \$1,342,417 (\$1,073,934 Federal) to \$842,417 (\$673,934 Federal); *Decrease* the FFY 2013 Other phase from \$1,414,776 (\$1,131,821 Federal) to \$914,776 (\$731,821 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the National Highway System program. This action provides a \$500,000 (\$400,000 Federal) offset for PIN 4ITS20 (Route 590 ITS Improvements Part I) in FFY 2012, and a \$500,000 (\$400,000 Federal) offset for PIN 4ITS21 (Route 590 ITS Improvements Part II) in FFY 2013.

**22. Proposed Resolution 11-114** (Amending the *2011-2014 TIP* by adding the Route 590 ITS Improvements Part I project) and related documentation (See pages 109 and 181)

- *Add* a new project with a total cost of \$500,000 (\$400,000 Federal); *Add* a Detailed Design phase at a cost of \$50,000 (\$40,000 Federal); *Add* a Construction phase at a cost of \$400,000 (\$320,000 Federal); *Add* a Construction Inspection phase at a cost of \$50,000 (\$40,000 Federal).



This amendment is requested by NYSDOT. The source of Federal funds is the National Highway System program. An offset is provided by reducing the cost of PIN 4ITV05 (ITS Operations).

**23. Proposed Resolution 11-115** (Amending the *2011-2014 TIP* by adding the Route 590 ITS Improvements Part II project) and related documentation (See pages 109 and 184)

- *Add* a new project with a total cost of \$500,000 (\$400,000 Federal); *Add* a Detailed Design phase at a cost of \$50,000 (\$40,000 Federal); *Add* a Construction phase at a cost of \$400,000 (\$320,000 Federal); *Add* a Construction Inspection phase at a cost of \$50,000 (\$40,000 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the National Highway System program. An offset is provided by reducing the cost of PIN 4ITV05 (ITS Operations).

**24. Proposed Resolution 11-116** (Amending the *2011-2014 TIP* by deleting the Underwater Bridge Inspection (2014) project) and related documentation (See pages 110 and 190)

- *Delete* the project at a cost of \$346,656 (\$277,325 Federal).

This amendment is requested by NYSDOT. The source of the additional Federal funds is the Highway Bridge Program. The underwater bridge inspection program will now be administered on a statewide basis and will no longer be funded out of the regional allocation of funds.

**25. Proposed Resolution 11-117** (Amending the *2011-2014 TIP* by decreasing the cost of the Geneva Park & Ride, Intersection of Rt. 14 and the Thruway project) and related documentation (See pages 110 and 190)

- *Decrease* the total cost from \$827,968 (\$662,374 Federal) to \$762,318 (\$609,854 Federal); *Delete* the Right-of-Way Acquisitions phase at a cost of \$65,650 (\$52,520 Federal).

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

**26. Proposed Resolution 11-118** (Amending the *2011-2014 TIP* by increasing the cost and modifying the scope of the Canandaigua Road Bridge over the Erie Canal project) and related documentation (See pages 110 and 193)

- *Increase* the total cost from \$1,035,243 (\$828,194 Federal) to \$5,040,000 (\$4,032,404 Federal); *Increase* the Construction phase from \$899,302 (\$719,442 Federal) to \$4,500,505 (\$3,600,404 Federal); *Increase* the Construction Inspection phase from \$135,941 (\$108,753 Federal) to \$540,000 (\$432,000 Federal); *Defer* a portion of the Construction phase in the amount of \$3,466,755 (\$2,773,404 Federal) from FFY 2012 to FFY 2013; *Defer* a portion of the Construction phase in the amount

of \$1,033,750 (\$827,000 Federal) from FFY 2012 to FFY 2014; *Defer* the Construction Inspection phase from FFY 2012 to FFY 2013; *Modify* the Project Type from "Bridge Rehabilitation" to "Bridge Replacement"; *Modify* the project description from "Rehabilitate the Canandaigua Rd. bridge over the Erie Canal in the Town of Macedon." to "Replace the Canandaigua Rd. bridge over the Erie Canal in the Town of Macedon."

This amendment is requested by NYSDOT. The source of additional Federal funds is the Highway Bridge Program. \$631,250 (\$505,000 Federal) of the offset is provided by the previous reduction in PIN 480593 (NYSDOT Bridge Bearing and Pedestal Repair). \$2,182,453 (\$1,745,962 Federal) of the offset is provided by deleting PIN 480566 (Hindsburg and Allens Rd. Canal Bridges). \$333,750 (\$267,000 Federal) of the offset is provided by the previous advancement of phases of PIN 475536 (Yellow Mills Road Bridge over Ganargua Creek). \$858,750 (\$687,000 Federal) of the offset is provided by the advancement of a portion of a phase of PIN 439045 (Rt. 390 Ramp Bridge over Rts. 104 and 390). \$1,033,750 (\$827,000 Federal) of the offset is provided by decreasing the cost of PIN 449033 (I-490 Bridge over Marsh Road).

**27. Proposed Resolution 11-119** (Amending the *2011-2014 TIP* by advancing phases of the Rt. 390 Ramp Bridge over Rts. 104 and 390 project) and related documentation  
(See pages 110 and 196)

- *Advance* a portion of the Construction phase from FFY 2013 to FFY 2012 at a cost of \$2,128,839 (\$1,703,071 Federal); *Advance* the Construction Inspection phase from FFY 2013 to FFY 2012 at a cost of \$355,000 (\$284,000 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program. \$1,035,243 (\$828,194 Federal) of the offset is provided by the deferring PIN 494099 (Canandaigua Road Bridge over the Erie Canal). \$66,192 (\$52,954 Federal) of the offset is provided by reducing PIN 403340 (Rt. 33A Bridge over Black Creek). \$145,000 (\$116,000 Federal) of the offset is provided by reducing PIN 449033 (I-490 Bridge over Marsh Road). \$172,100 (\$137,680 Federal) of the offset is provided by the advancement of PIN 4B1203 (Underwater Bridge Inspection (2012)). \$710,304 (\$568,243 Federal) of the offset is provided by the previous reduction of PIN 494710 (Rt. 947A (LOSP) Bridge over Salmon Creek).

**28. Proposed Resolution 11-120** (Amending the *2011-2014 TIP* by deleting the Hindsburg and Allens Rd. Canal Bridges project) and related documentation  
(See pages 110 and 199)

- *Delete* the project at a cost of \$2,182,453 (\$1,745,962 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program (HBP). This action provides a \$2,182,453 (\$1,745,962 Federal) offset for PIN 494099 (Canandaigua Road Bridge over the Erie Canal).

**29. Proposed Resolution 11-121** (Amending the *2011-2014 TIP* by decreasing the cost of the Highway Safety Improvement Block Program project) and related documentation (See pages 111 and 202)

- *Decrease* the total cost from \$6,866,393 (\$6,179,754 Federal) to \$6,472,393 (\$5,825,154 Federal); *Decrease* the FFY 2012 Other phase from \$492,666 (\$443,399 Federal) to \$98,666 (\$88,799 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Safety Improvement Program. This action provides a \$394,000 (\$354,600 Federal) offset for PIN 425105 (Rt. 251 Rehabilitation) in FFY 2012.

**30. Proposed Resolution 11-122** (Amending the *2011-2014 TIP* by increasing the cost of the Rt. 251 Rehabilitation project) and related documentation (See pages 111 and 205)

- *Increase* the total cost from \$5,179,523 (\$4,271,738 Federal) to \$5,573,523 (\$4,626,338 Federal); *Increase* the FFY 2012 Construction phase from \$354,000 (\$318,600 Federal) to \$614,000 (\$552,600 Federal); *Add* an FFY 2012 Construction Inspection phase at a cost of \$134,000 (\$120,600 Federal).

This amendment is requested by NYSDOT. The source of additional Federal funds is the Highway Safety Improvement Program. An offset is provided by reducing the cost of PIN 4SIP14 (Highway Safety Improvement Block Program).

**31. Proposed Resolution 11-123** (Amending the *2011-2014 TIP* by decreasing the cost of the Rt. 590 Bridges over Rt. 941V (Blossom Rd.) project) and related documentation (See pages 111 and 208)

- *Decrease* the total cost from \$4,817,902 (\$3,854,322 Federal) to \$2,366,942 (\$1,893,554 Federal); *Decrease* the Construction phase from \$3,440,340 (\$2,752,272 Federal) to \$1,238,000 (\$990,400 Federal); *Decrease* the Construction Inspection phase from \$412,620 (\$330,096 Federal) to \$164,000 (\$131,000 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program. This action provides a \$2,450,960 (\$1,960,768 Federal) offset for PIN 459017 (Route 590 and Route 104 Bridge Repairs).

**32. Proposed Resolution 11-124** (Amending the *2011-2014 TIP* by increasing the cost of the Route 590 and Route 104 Bridge Repairs project) and related documentation (See pages 111 and 211)

- *Increase* the total cost from \$3,676,000 (\$2,569,796 Federal) to \$5,826,800 (\$4,618,240 Federal); *Increase* the Detailed Design phase from \$128,000 (\$102,000 Federal) to \$382,000 (\$288,000); *Decrease* the FFY 2013 Construction phase from \$3,196,000 (\$2,211,796 Federal) to \$2,764,745 (\$2,211,796 Federal); *Add* a FFY 2014 Construction phase at a cost of \$1,925,255 (\$1,540,204 Federal); *Add* a FFY 2014 Construction Inspection phase at a cost of \$402,800 (\$322,240 Federal).

This amendment is requested by NYSDOT. The source of additional Federal funds is the Highway Bridge Program. An offset is provided by the reduction of PIN 459010 (Rt. 590 Bridges over Rt. 941V (Blossom Rd.)) and the previous deferral of PIN 475461 (Black Street over Mud Creek).

**33. Proposed Resolution 11-125** (Amending the *2007-2012 TIP* by increasing the Federal share of the Rt. 33 from Marway Circle to the Canal MbC project) and related documentation (See pages 111 and 214)

- *Increase* the Federal share of the project from \$0 to \$266,400; *Increase* the Federal share of the Construction phase from \$0 to \$242,400; *Increase* the Federal share of the Construction Inspection phase from \$0 to \$24,000.

This amendment is requested by NYSDOT. The source of additional Federal funds is the STP Large Urban program. An offset is provided by the previous reduction in PIN 4940L4 (Rt. 940L (Howard Rd.) from Rt. 33A to Rt. 31 MbC).

**34. Proposed Resolution 11-126** (Amending the *2011-2014 TIP* by decreasing the cost of the Rt. 18 over Moorman Creek project) and related documentation (See pages 111 and 217)

- *Decrease* the total cost from \$987,150 (\$789,720 Federal) to \$972,000 (\$776,600 Federal); *Delete* the Right-of-Way Acquisitions phase at a cost of \$15,150 (\$12,120 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program (HBP). This action provides \$15,150 (\$12,120 Federal) of HBP capacity in FFY 2011.

**35. Proposed Resolution 11-127** (Amending the *2011-2014 TIP* by increasing the cost of the I-390 Rest Areas project) and related documentation (See pages 111 and 220)

- *Increase* the total cost from \$2,842,251 (\$2,328,631 Federal) to \$4,630,195 (\$4,167,176 Federal); *Increase* the Construction phase from \$2,060,800 (\$1,648,640 Federal) to \$3,712,000 (\$3,340,800 Federal); *Increase* the Construction Inspection phase from \$235,519 (\$188,415 Federal) to \$372,000 (\$334,800 Federal).

This amendment is requested by NYSDOT. The source of additional Federal funds is the Interstate Maintenance program and is provided by the NYSDOT Main Office set-aside for Rest Areas. This action removes National Highway System funds drawn from the regional allocation.

**36. Proposed Resolution 11-128** (Amending the *2011-2014 TIP* by advancing phases of and increasing the cost of the Underwater Bridge Inspection (2012) project) and related documentation (See page 223)

- *Advance* a project with a total cost of \$328,350 (\$262,680 Federal) from FFY 2012 to FFY 2011; *Advance* the Preliminary Engineering phase from FFY 2012 to FFY 2011; *Increase* the Preliminary Engineering phase from \$328,350 (\$262,680 Federal) to \$406,000 (\$324,800 Federal).

This amendment is requested by NYSDOT. The source of Federal funds is the Highway Bridge Program. This action provides a \$22,500 (\$18,000 Federal) offset for PIN 475495 (Scott Crescent Bridge over Millrace), a \$133,750 (\$107,000 Federal) offset for PIN 406408 (Rt. 64 over Irondequoit Creek), and a \$172,100 (\$137,680 Federal) offset for PIN 439045 (Rt. 390 Ramp Bridge over Rts. 104 and 390) in FFY 2012. \$144,750 (\$115,800 Federal) of the offset is provided by the previous reduction of PIN 494710 (Rt. 947A (LOSP) Bridge over Salmon Creek). \$98,750 (\$79,000 Federal) of the offset is provided by the previous advancement of PIN 403610 (Rt. 36 over Genesee River). \$162,500 (\$130,000 Federal) of the offset is provided by the previous deletion of PIN 475403 (Oak Orchard Road Bridge over Manning Muckland Creek).

**37. Proposed Resolution 11-129** (Amending the *2011-2014 TIP* by increasing the cost of the Replace 5 RTS Transit Buses (FFY 2010) project) and related documentation (See pages 226 and 227)

- *Increase* the Prior Years Other phase from \$2,077,793 (\$1,662,234 Federal) to \$2,209,455 (\$1,767,564 Federal); *Increase* the Other phase from \$2,077,793 (\$1,662,234 Federal) to \$2,209,455 (\$1,767,564 Federal).

This amendment is requested by RGRTA. The source of the additional Federal funds is the FFY 2010 FTA Section 5307 program.

Proposed Resolutions 11-94 through 11-129 and 11-131 were reviewed and recommended for your approval by the Planning Committee at its August 11, 2011 meeting.

***Recommended Action:***

*Approve Resolutions 11-94 through 11-129 and 11-131, amending the 2011-2014 TIP.*



# City of Rochester

Department of Environmental Services  
City Hall Room 300B, 30 Church Street  
Rochester, New York 14614-1290  
www.cityofrochester.gov



Bureau of Architecture  
and Engineering

July 13, 2011

James Stack, Assistant Director  
Genesee Transportation Council  
50 W. Main Street, Suite 8112  
Rochester, NY 14614-1227

# RECEIVED

JUL 15 2011

Genesee Transportation  
Council

Re: FFY 2012 TIP Amendment Requests

Dear Mr. Stack:

The City of Rochester requests the following Amendments to the 2011-2014 Transportation Improvement Program:

1. The City, in coordination with the New York State Department of Transportation (NYSDOT), is advancing the **Rochester Amtrak Station Improvements** project (TIP# 007-11-MN1, PIN 4936.04), otherwise known as the Rochester Intermodal Transportation Center. The project recently received \$2,000,000 (\$1,400,000 Federal, \$600,000 State) through the USDOT Federal Railroad Administration's reallocation of high-speed rail funding previously-awarded to the State of Florida. This funding will allow the City to proceed with Preliminary Engineering in Summer 2012 upon completion of the current Scoping phase.

Accordingly, we request an increase in the FFY 2012 Scoping & Preliminary Engineering phase from \$0 to \$2,000,000 (\$1,400,000 Federal). The source of the Federal funds is the USDOT ARRA High Speed Intercity Passenger Rail program. The City and NYSDOT will continue to seek funding for the Detailed Design, Construction, and Construction Inspection phases of this important project through all potential funding sources. However, in order to give a clear understanding of current project cost estimates, we request the addition of a Detailed Design cost of \$2,000,000, a Construction cost of \$27,800,000 and a Construction Inspection cost of \$3,200,000 to the Future Years column.

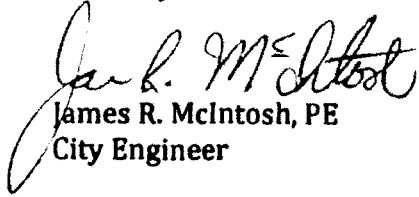
2. The City recently learned that \$400,000 of STP-Flex funding programmed to the **Inner Loop East** project (TIP #H01-05-MN1, PIN 4940T7) to conduct Scoping was de-obligated by the Federal government in 2006 due to inactivity. Unbeknownst to the City, an equal amount of the SAFETEA-LU earmark for the project, which was to be used for Preliminary Engineering and Design, had been obligated by NYSDOT to cover costs related to the Scoping phase, which is now nearly complete.

Accordingly, the City requests that \$400,000 of eligible Federal funding (i.e., STP-Flex, STP-Urban, and/or NHS) be restored to the Inner Loop East project in FFY 12 or FFY 13 to ensure that adequate resources are in place to conduct Preliminary Engineering and Detailed Design for this regionally-significant project. No offset is currently identified.



If you have any questions regarding the requested amendment, please do not hesitate to contact me or Erik Frisch of my staff.

Sincerely,



James R. McIntosh, PE  
City Engineer

- cc: E. Frisch
- T. Hack
- D. Hallowell - NYSDOT
- E. Welsh - NYSDOT

G:\DIV\TRAN\TIP\11\IntermodalTIPAmendment(jul-11).doc