MEETING OF THE
ROTTERDAM TOWN BOARD

March 12, 2025
7:00 PM
Agenda Review 6:30 PM

CALL TO ORDER
ROLL CALL
PLEDGE OF ALLEGIANCE
SUPERVISOR'S REMARKS: Supervisor Mollie A. Collins
EXECUTIVE SESSION
PROCLAMATIONS
PUBLIC HEARING
PRESENTATIONS

PUBLIC COMMENT – PRIVILEGE OF THE FLOOR:
Those members of the public wishing to address the Town Board will be asked to sign in before the meeting is called to order on the sign-in sheets being provided. Speakers will be called to the podium in the order of their signing in. Persons recognized by the Chair to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as Chair of the meeting. Persons granted the privilege of the floor shall first clearly state his/her name and address for the record. Persons so addressing the Chair through the use of a prepared written statement shall submit a copy of the same to the Town Clerk for the purpose of maintaining clear and accurate official minutes of the Town Board meeting.

GENERAL RULES OF PROCEDURE FOR PUBLIC HEARINGS & PRIVILEGE OF THE FLOOR:
Any person recognized by the Town Supervisor to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as chair of the meeting. Any person granted the privilege of the floor shall first clearly state his/her name and address for the record. The purpose of privilege of the floor shall be for speakers to express their views, thoughts and speak freely. Each speaker, who wishes to address the town board, shall have an equal and reasonable opportunity to be heard by the town board. Each speaker shall be afforded a maximum of four (4) minutes to address the Town Board.

DRAFT

INTRODUCTION OF MOTIONS, ORDERS AND RESOLUTIONS
RESOLUTIONS

117.25 Accepting Town Board Meeting Minutes. Pg. 3

118.25 Adoption of the Curry Road and Guilderland Avenue Multi-Modal Study Recommendations For Multi-Modal Infrastructure Improvements. Pg. 22

119.25 To adopt the ADA Transition and Evaluation Plan. Pg. 129

120.25 To authorize the purchase of one police vehicle. Pg. 155

121.25 To negotiate and execute a lease with purchase option from John Deere for one loader at the highway department. Pg. 175

122.25 To negotiate and execute an agreement with Rand Window Fashions for the purchase of window shades at the Senior Center. Pg. 186

123.25 To establish Capital Project Expenditure Line H134 Water Improvements Water District No. 5. Pg. 193

124.25 To establish Capital Project Expenditure Line H135-Town Court and Police Facility. Pg. 195

LIAISON REPORTS
MISCELLANEOUS
EXECUTIVE SESSION
ADJOURNMENT
Mollie A. Collins, Supervisor

DRAFT

RESOLUTION NO. 117.25

ACCEPTING TOWN BOARD MEETING MINUTES

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby adopts the minutes of the February 26, 2025 Town Board meetings as attached.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 3, 2025
TO: Mollie A. Collins, Supervisor

FROM: Diane M. Marco, Town Clerk

TITLE OF LEGISLATIVE REQUEST**:** To adopt meeting minutes from the February 26, 2025, Town Board Meeting.

TO BE PLACED ON TOWN BOARD AGENDA OF: March 12, 2025

TO BE PLACED ON TOWN BOARD MEETING OF: March 12, 2025

Background Information: Attached. To adopt the meeting minutes from the February 26, 2025 Town Board Meeting.

Evaluation/Analysis: N/A

Recommendation(s): To place on Town Board agenda and Town Board meeting of March 12, 2025.

Attachment/Document(s): Attached

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): N/A

LEGISLATION WAS PREPARED BY: Town Clerk Diane M. Marco

DRAFT

TOWN OF ROTTERDAM

DIANE M. MARCO

Town Clerk

John F. Kirvin Government Center * 1100 Sunrise Boulevard * Rotterdam, NY 12306
Telephone: (518) 355-7575 Ext: 352 * Fax: (518)355-7837* Website: www.rotterdamny.org
Email * dmarco@rotterdamny.org

February 28, 2025

Certified Resolutions: #106.25-#116.25 for the year 2025 was duly adopted at the Town Board Meeting held at the J.F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, NY 12306 that was held Wednesday, February 26, 2025. The Town Board Agenda Meeting started at approximately 6:40 p.m. and was adjourned at approximately 6:48 pm all agreed to adjourn the agenda meeting. The Town Board meeting began at approximately 7:00 p.m. The Town Board Meeting was adjourned at approximately 8:24 p.m. by Councilmember Dodson and seconded by Councilmember Gallucci. All agreed to adjourn the Town Board Meeting.

Councilmember Schlag was absent

Diane M. Marco

Diane M. Marco, Town Clerk

DRAFT

MEETING OF THE
ROTTERDAM TOWN BOARD

February 26, 2025
7:00 PM
Agenda Review 6:30 PM

CALL TO ORDER
ROLL CALL
PLEDGE OF ALLEGIANCE
SUPERVISOR'S REMARKS: Supervisor Mollie A. Collins
EXECUTIVE SESSION
PROCLAMATIONS
PUBLIC HEARING
PRESENTATIONS

- Curry Road and Guilderland Avenue Multi-Modal Transportation Study
- Introduction of Proposed Battery Storage

PUBLIC COMMENT – PRIVILEGE OF THE FLOOR:
Those members of the public wishing to address the Town Board will be asked to sign in before the meeting is called to order on the sign-in sheets being provided. Speakers will be called to the podium in the order of their signing in. Persons recognized by the Chair to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as Chair of the meeting. Persons granted the privilege of the floor shall first clearly state his/her name and address for the record. Persons so addressing the Chair through the use of a prepared written statement shall submit a copy of the same to the Town Clerk for the purpose of maintaining clear and accurate official minutes of the Town Board meeting.

GENERAL RULES OF PROCEDURE FOR PUBLIC HEARINGS & PRIVILEGE OF THE FLOOR:
Any person recognized by the Town Supervisor to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as chair of the meeting. Any person granted the privilege of the floor shall first clearly state his/her name and address for the record. The purpose of privilege of the floor shall be for speakers to express their views, thoughts and speak freely. Each speaker, who wishes to address the town board, shall have an equal and reasonable opportunity to be heard by the town board. Each speaker shall be afforded a maximum of four (4) minutes to address the Town Board.

DRAFT

INTRODUCTION OF MOTIONS, ORDERS AND RESOLUTIONS
RESOLUTIONS

106.25 Accepting Town Board Meeting Minutes. Pg. 3

107.25 Authorize Stipulation of Settlement with Walmart Stores Inc. #2264. Pg. 39

108.25 To accept a monetary donation from the Disabled American Veterans Chapter 88 for the Rotterdam Senior Center. Pg. 46

109.25 To approve budget transfers to the 2025 budget. Pg. 48

110.25 To support of the Schenectady Food Council's Advocacy And Empowerment Working Groups regarding programs and initiatives addressing food insecurity in NYS FY 2026 Budget. Pg. 51

111.25 To appoint Donald D. Carpenter, Jr. to the position of Water and Sewer Maintenance Worker. Pg. 54

112.25 To negotiate and execute an Agreement with Consulting Engineers, Inc. for Change of Work Order #1 – Time Extension due to inclement weather. Pg. 60

113.25 To negotiate and execute an Agreement with LaBella Associates, D.P.C. for professional engineering services related to 2025 Town Designated Engineer. Pg. 63

114.25 To sign a contract for purchase and sale of property at 369 Duanesburg Road, Schenectady, NY 12306. Pg. 75

115.25 To appoint members of the Town of Rotterdam Conservation Advisory Council. Pg. 90

116.25 To accept bid and award contract for On Call Electrical Construction Services. Pg. 93

LIAISON REPORTS
MISCELLANEOUS
EXECUTIVE SESSION
ADJOURNMENT
Mollie A. Collins, Supervisor

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 106.25

ACCEPTING TOWN BOARD MEETING MINUTES

THEREFORE, UPON MOTION OF Councilmember **DODSON,** seconded by Councilmember **GALLUCCI,**
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby adopts the minutes of the February 12, 2025 Town Board meetings as attached.

SECTION 2. This resolution shall become effective February 26, 2025.

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, N.Y.

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 107.25

AUTHORIZE STIPULATION OF SETTLEMENT WITH WALMART STORES INC. #2264

WHEREAS, the Town of Rotterdam has litigated this Article 7, Real Property Tax Certiorari proceeding with WAL MART STORES INC. #2264, regarding real property taxes upon the premises located at 1320 Altamont Avenue, SBL #59.6-6-7 .21/1 and #59.6-6-7 .21/2 for the 2023 and 2024 assessment roll; and

WHEREAS, the Town's tax certiorari defense counsel, the attorney for the Petitioner, and the Assessor have conferenced this matter and agreed, subject to Town Board approval, that there is no change of assessment for the years 2023 and 2024; and

WHEREAS, for the year 2025 there be a reduction of assessed value on the property located at 1320 Altamont Avenue, SBL #59.6-6-7 .21/1 from six million eighty-seven thousand five hundred and 00/100 ($6,087,500.00) dollars, to five million seven hundred eighty-seven thousand five hundred and 00/100 ($5,787,500.00) dollars, and a reduction of assessed value on property located at 1320 Altamont Avenue, SBL #59.6-6-7 .21/2 from one million one hundred sixty two thousand five hundred and 00/100 ($1,162,500.00) dollars, to one million one hundred twelve thousand five hundred and 00/100 ($1,112,500.00) dollars; and

WHEREAS, it is deemed in the Town's best interest to settle the case for the above stated amounts; NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Supervisor **COLLINS**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Beebe Law Firm to enter into a stipulation of settlement on behalf of the Town of Rotterdam, in the matter WAL MART STORES INC. #2264 v. Town of Rotterdam, et al., Index Number 2023-1208 and 2024-1506, Article 7 Real Property Tax Certiorari proceedings that are consistent with the terms set forth above.

SECTION 2. This resolution shall become effective February 26, 2025.

DATED: February 26, 2025

DRAFT

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, NY

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 108.25

TO ACCEPT A MONETARY DONATION FROM THE DISABLED AMERICAN VETERANS CHAPTER 88 FOR THE ROTTERDAM SENIOR CENTER

THEREFORE, UPON MOTION OF Councilmember **GALLUCCI**, seconded by Supervisor **COLLINS**,
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby accepts a monetary donation from the Disabled American Veterans Chapter 88, Schenectady New York, in the amount of five hundred and 00/100 ($500.00) dollars, for the Rotterdam Senior Center.

SECTION 2. The funds shall be made available to the Rotterdam Senior Center by increasing the budget of "Programs for the Aging" (A-6772) by $500.00.

SECTION 3. This resolution shall become effective February 26, 2025.

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco
Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of The Town Clerk
Schenectady, County, NY

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 109.25
TO APPROVE BUDGET TRANSFERS TO THE 2025 BUDGET

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. Pursuant to Section 36 of the General Municipal Law of the State of New York and Sections 102, 112 and 113 of Town Law of the State of New York, regarding the Uniform System of Accounts, the following transfers to the various accounts for **2025** are hereby audited and approved:

Fund	***Account No.***		***Title***	***Amount***
S2	S28120 4858	FROM:	Water/Sewer Main. -Rep.	-12,500.00
S2	S28120 4859	FROM:	S2 Sewer Line Repairs	-12,500.00
S2	S28120 2000	INTO:	Equipment	+25,000.00
W5	W58340 4884	FROM:	W5 Mains	-25,000.00
W5	W58340 4888	FROM:	W5 Lg Diam Main Rep.	-17,280.50
W5	W58340 2000	INTO:	Equipment	+42,280.50

SECTION 2. This resolution shall become effective February 26, 2025.

DATED: February 26, 2025

NAME	**AYES**	**NOES**	**ABSTAIN**
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, N.Y.

Diane M. Marco

Diane M. Marco, Town Clerk

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 110.25

TO SUPPORT OF THE SCHENECTADY FOOD COUNCIL'S ADVOCACY AND EMPOWERMENT WORKING GROUPS REGARDING PROGRAMS AND INITIATIVES ADDRESSING FOOD INSECURITY IN NYS FY 2026 BUDGET

WHEREAS, it is the vision of the Schenectady County Food Council that all residents of Schenectady County will have consistent, reliable, and equitable access to a sufficient amount of healthy food for themselves and their families; and

WHEREAS, as part of achieving that vision, the Council's Advocacy and Empowerment Working Group empowers all stakeholders in our local food system to advocate for changes at all levels of government; and

WHEREAS, the Schenectady County Food Council has engaged with a wide variety of stakeholders from across our food system to develop the following priorities for the NYS FY 2026 Budget:

- Supporting legislation A1318 and S.665 which would guarantee a minimum Supplemental Nutrition Assistance Program (SNAP) minimum monthly benefit of $100,
- Fully funding the Hunger Prevention and Nutrition Assistance Program (HPNAP) and nourish NY programs at $75 million each; and

WHEREAS, the Schenectady County Food Council's Advocacy and Empowerment Working Group sent a letter requesting support of the priorities listed above in the NYS FY 2026 Budget to Governor Kathy Hochul, State Senator James Tedisco (NY-44), State Senator Patricia Fahy (NY-46), State Assemblymember Phil Steck (NY-110), State Assemblymember Angelo Santabarbara (NY-111) and State Assemblymember Mary Beth Walsh (NY-112); NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of Rotterdam officially endorses the appeal made by the Advocacy and Empowerment Working Group of the Schenectady County Food Council and urges the Governor and New York State Legislators to consider the aforementioned priorities in the New York State Fiscal Year 2026 Budget.

SECTION 2. This resolution shall become effective February 26, 2025.

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, NY

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 111.25

TO APPOINT DONALD D. CARPENTER, JR. TO THE POSITION OF WATER AND SEWER MAINTENANCE WORKER

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. Donald D. Carpenter, Jr. of Rotterdam, New York is hereby appointed to the position of Water and Sewer Maintenance Worker, probationary, full-time, with full CSEA employee benefits and subject to pre-employment background checks, at an annual salary of fifty-five thousand seven hundred and thirty and 10/100 ($55,730.10) commencing March 3, 2025.

SECTION 2. This resolution shall be effective February 26, 2025.

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of The Town Clerk
Schenectady, County, NY

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 112.25

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH CONSULTING ENGINEERS, INC. FOR CHANGE OF WORK ORDER #1 – TIME EXTENSION DUE TO INCLEMENT WEATHER

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with Consulting Engineers, Inc. located at 19655 Tanbark Lane, Strongsville, OH 44149, for Change Order #1 – Time Extension Due to Inclement Weather concerning Water District #5 Leak Detection Phases 3, 4 and 5.

SECTION 2. This resolution shall become effective February 26, 2025

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, N.Y.

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 113.25

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH LABELLA ASSOCIATES, D.P.C. FOR TOWN GENERAL ENGINEERING SERVICES

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with LaBella Associates, D.P.C. of 4 British American Blvd., Latham, NY 12110 for Town General Engineering Services.

SECTION 2. This resolution shall become effective February 26, 2025

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 114.25
TO NEGOTIATE AND EXECUTE AN AGREEMENT FOR PURCHASE AND SALE OF PROPERTY FOR 369 DUANESBURG ROAD

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute a contract for purchase and sale of property with Leslie J. Zampino and Robert N. Zampino, for the property of 369 Duanesburg Road, Rotterdam, New York 12306.

SECTION 2. This resolution shall become effective February 26, 2025.

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco
Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, N.Y.

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 115.25

TO APPOINT MEMBERS OF THE TOWN OF ROTTERDAM CONSERVATION ADVISORY COUNCIL

THEREFORE, UPON MOTION OF Councilmember **GALLUCCI**, seconded by Councilmember **MASTROIANNI**,
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The following individuals of Rotterdam, New York are hereby appointed as members to the Town of Rotterdam Conservation Advisory Council to fill the remaining vacancies to the committee with a term commencing February 26, 2025 through December 31, 2025:

Jason Waters

SECTION 2. This resolution shall become effective February 26, 2025.
DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco
Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of The Town Clerk
Schenectady, County, NY

DRAFT

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, February 26, 2025, at 7:00 p.m**.,** the following resolution was duly adopted:

RESOLUTION NO. 116.25

TO ACCEPT BID AND AWARD CONTRACT FOR ON CALL ELECTRICAL CONSTRUCTION SERVICES

WHEREAS, Pursuant to notice duly published according to Section One Hundred Three of the General Municipal Law of the State of New York, the Town of Rotterdam posted an official report of all bid submissions received to the Empire State Purchasing Group on BidNet (http://bidnetdirect.com/townofrotterdam). Additionally, the official bid report and all bids were made available in the Office of the Town Clerk for public inspection upon request, for the purchase by the Town of Rotterdam of the following:

ON CALL ELECTRICAL CONSTRUCTION SERVICES

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam does hereby accept and award the bid for On Call Electrical Construction Services**,** as needed for the Town of Rotterdam, related to water and wastewater work only to Spring Electric, located at 93 Blue Factory Road, Averill Park, NY 12018, and to B&D Industries, located at 65 Washington Street Rensselaer, NY 12144, at the hourly labor rates, overhead and profit percentages per the attached spreadsheet.

SECTION 2. The Town Board of the Town of Rotterdam does hereby accept and award the bids for On Call Electrical Construction Services**,** as needed for the Town of Rotterdam, related to services needed for town buildings, residential and light commercial work only and on a rotational basis to Aucore Electrical Inc., located at 46 Menand Road, Menands, NY 12204 and LaCorte Companies Inc., located at 35 Maplewood Avenue, Albany, NY 12205, at the hourly rates, overhead and profit percentages per the attached spreadsheet.

SECTION 3. The Supervisor of the Town of Rotterdam is hereby authorized to execute a contract with said bidders in accordance with the terms of the bid proposal as submitted. Summary of bid prices are on file in the Town Clerk's office.

SECTION 4. This resolution shall become effective February 26, 2025.

DRAFT

DATED: February 26, 2025

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag **(Absent)**			
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on February 26, 2025, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this February 28, 2025.

Diane M. Marco

Diane M. Marco, Town Clerk



DRAFT

RESOLUTION NO. 118.25

ADOPTION OF THE CURRY ROAD AND GUILDERLAND AVENUE MULTI-MODAL STUDY RECOMMENDATIONS FOR MULTI-MODAL INFRASTRUCTURE IMPROVEMENTS

WHEREAS, the Town of Rotterdam desires to have a more balanced transportation system along the Curry Road, Guilderland Avenue, and Helderberg Avenue corridors that includes safe access for users of all ages, abilities, and modes - including pedestrians, bicyclists, transit users, and motor vehicle drivers; and

WHEREAS, the Town of Rotterdam and the Transportation Council funded the Curry Road and Guilderland Avenue Multi-Modal Study through its 2023-2024 Unified Planning Work Program with a fixed budget of $90,000 for consultant services as part of an effort to implement the Transportation Council's Metropolitan Transportation Plan, New Visions 2050; and

WHEREAS, since February 21, 2024, the Project Team, composed of Transportation Council, Town of Rotterdam, and consultant staff, have developed a recommendations report, named the Curry Road and Guilderland Avenue Multi-Modal Study, which has been circulated and available for public review on the project website since December 5, 2024; and

WHEREAS, the Project Team provided a presentation to the Rotterdam Town Board and the public on February 26, 2025; and

WHEREAS, the Town Board has reviewed the Curry Road and Guilderland Avenue Multi-Modal Study and heard comments raised during the public review period and on February 26, 2025; NOW

THEREFORE, UPON MOTION OF Councilmember _____**,**

seconded by Councilmember _____**,**

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby adopts the Curry Road and Guilderland Avenue Multi-Modal Study and its recommended actions.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

DRAFT

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM
John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	February 28, 2025
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo, Senior Planner PC
TITLE OF REQUEST:	Adoption of the Curry Road and Guilderland Avenue Multi-Modal Study
TOWN BOARD MEETING:	March 12, 2025
Background Information:	The Town of Rotterdam was awarded $75,000 in Federal Transportation Planning Funds to conduct a multi-modal study of portions of Curry Road and Guilderland Avenue.
Evaluation/Analysis:	Since February 21, 2024, the Project Team, composed of Transportation Council, Town of Rotterdam, and consultant staff, have developed a recommendations report, named the Curry Road and Guilderland Avenue Multi-Modal Study, which has been circulated and available for public review on the project website since December 5, 2024
Recommendation(s):	Town Board to adopts the Curry Road and Guilderland Avenue Multi-Modal Study and its recommended actions.
Attachment/Document(s):	Final Multi-Modal Study Draft Resolution
Compliance with Purchasing Policy:	Yes
Effect(s) on Existing Law(s):	None
LEGISLATION WILL BE PREPARED BY:	Supervisors Office

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Multi-Modal Recommendations

Curry Road and Guilderland Avenue Multi-Modal Study





CAPITAL REGION Transportation Council

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This report was funded in part through a grant from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation. The recommendations in this study are conceptual in nature and do not commit NYSDOT or Schenectady County to proposed projects. The concepts presented in this report and in illustrations may need to be investigated in more detail before any funding commitment is made. Additional engineering or follow-up work will be based upon funding availability.

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1. Introduction

The Curry Road and Guilderland Avenue corridors are undergoing redevelopment but lack a comprehensive approach towards multi-modal safety improvements. The purpose of this study is to create a plan for a more balanced transportation system along these corridors that includes safe access for users of all ages, abilities, and modes - including pedestrians, bicyclists, transit users, and motor vehicle drivers.

The study was funded by the Town of Rotterdam and the Transportation Council through its 2023-2024 Unified Planning Work Program. It is part of an effort to implement the Transportation Council's Metropolitan Transportation Plan, New Visions 2050.

Vision Statement

Curry Road and Guilderland Avenue will become more balanced, cohesive corridors that include safe transportation access for users of all ages, abilities, and modes, prioritizing safe routes to school and mixed-use nodes in key locations.

Objectives

The study's objectives are as follows:

1. **Multimodal Safety**: Evaluate safe mobility options to and through the corridors for users of all transportation modes and evaluate safety and operational improvements to intersections.
2. **Cohesive Development**: Ensure that ongoing and future development occurs cohesively and supports well-connected and balanced transportation corridors which include safe access for users of all ages, abilities, and modes - including pedestrians, bicyclists, transit users, and motor vehicle drivers.
3. **Modal Choice**: Create well-connected corridors that provide opportunities to travel safely, easily, and effectively using alternate modes of transportation.
4. **Accessibility and Connectivity**: Address Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) compliance for pedestrian facilities and determine connectivity improvements for bicyclists.
5. **Transit Improvements**: Increase efficiency of public transit service, determine where and how transit access and comfort at stops could be improved, and link transit users to active transportation.

2. Summary of Previous Plans

2022 Rotterdam Comprehensive Plan Update

In the 2022 Rotterdam Comprehensive Plan Update, Curry Road – Altamont Avenue was designated as a Mixed-Use Node, which is intended to *"create vibrant and attractive destinations to live, shop, work and gather," "promote mixed-use development and redevelopment through the infill of vacant and underutilized properties,"* and *"be compact and walkable in nature with a consistent building design and streetscape with access [to] multi-modal transportation options."* The plan also called for streetscape improvements such as street trees, benches, local art installations and improved lighting for this node. As a means of facilitating these improvements, the plan suggested developing business improvement districts (BIDs) along Curry Road and Guilderland Avenue, among other corridors. Guilderland Avenue is also listed as a key gateway into Rotterdam from Schenectady and as a location to enhance *"connections for pedestrians, bicyclists and those that utilize public transportation."*

2017 Schenectady Bike Infrastructure Master Plan

The 2017 Schenectady Bike Infrastructure Master Plan provided recommendations to implement a variety of bicycle facilities throughout the city of Schenectady. It included recommendations for shared lane markings with bicycle wayfinding signage and traffic calming measures such as curb extensions for the Guilderland Avenue corridor.

2011 Five Corners Transportation and Land Use Linkage Study

The 2011 Five Corners Transportation and Land Use Linkage Study was intended to develop a plan that would revitalize the Five Corners area in the town of Rotterdam by implementing streetscape and circulation improvements to the transportation system to benefit users of all modes moving through the area. The study area included the Four Corners area of the Guilderland Ave and Curry Road intersection. This study mentioned dedicated bicycle lanes, a roundabout, and mixed-use redevelopment for the Four Corners area.

2008 NY 7/NY 146 Land Use and Transportation Study

The purpose of the 2008 NY 7/NY 146 Land Use and Transportation Study was to ensure that commercial and industrial development was appropriately located within its study area. The study created recommendations focused mainly on the southern limit of this project, including some areas surrounding Hamburg Street, Carman Road, and Curry Road that are beyond the study area limits for this project. This study recommended potential Commercial Planned Unit Development (C-PUD) zoning for vacant or underutilized sites on Curry Road, but this recommendation was never implemented.

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3. Existing Conditions

Stockbridge-Munsee Community Land Acknowledgement

It is with gratitude and humility that we acknowledge that we are learning, speaking and gathering on the ancestral homelands of the Mohican people, who are the indigenous peoples of this land. Despite tremendous hardship in being forced from here, today their community resides in Wisconsin and is known as the Stockbridge-Munsee Community. We pay honor and respect to their ancestors past and present as we commit to building a more inclusive and equitable space for all.

Area Context and Transportation Infrastructure

This study will analyze the following roadways and the areas directly surrounding them:

- **Curry Road** (*Figure 1*, page 9), from the Guilderland Avenue intersection ("Four Corners") in the west to the roundabout with Hamburg Street and Carman Road in the east, owned by NYSDOT.
- **Guilderland Avenue** (*Figure 2*, page 9), from Helderberg Avenue in the north to Four Corners in the south, owned by Schenectady County in the town of Rotterdam and by the City of Schenectady within its city limits.
- **Helderberg Avenue** (*Figure 3*, page 9), from Guilderland Avenue in the north to Curry Road in the south, owned by Schenectady County in the town of Rotterdam and by the City of Schenectady within its city limits.

Information on roadway conditions are found in *Table 1: Roadway Conditions* below.

Table 1: Roadway Conditions

Study Road	Bounds		Approx. ROW Width		Existing Roadway Conditions
	From	To	Min.	Max.	
Guilderland Ave	Curry Road	Cleveland Ave	42 ft	54 ft	Pavement is wearing; surface and markings are in good condition, having been recently paved in 2021.
	Cleveland Ave	Helderberg Ave	50 ft	66 ft	Pavement is wearing; surface is in fair to good condition, with isolated areas of patching and fatigue cracking in travel lanes. There are no existing pavement markings within the city limits.

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Table 1: Roadway Conditions

Study Road	Bounds		Approx. ROW Width		Existing Roadway Conditions
	From	To	Min.	Max.	
Helderberg Ave	Curry Road	Gray Street	48 ft	66 ft	Pavement is wearing; surface and markings are in good condition, having been recently paved in 2021.
	Gray Street	Guilderland Avenue	48 ft	50 ft	Pavement wearing; surface is in poor to fair condition with widespread fatigue cracking, periodic transverse cracking, and longitudinal joint cracking along the roadway center. There are several areas of settlement and deterioration concentrated around utility covers. There are no existing pavement markings within the city limits.
Curry Road	Hamburg St	Fayette Dr	48 ft	65 ft	Pavement is in fair to good condition with minor longitudinal cracking in travel lanes. There are transverse cracks spaced every 50 to 80 feet that have been treated with crack sealer material. There is separation of the longitudinal joint along the center of the road that has also been treated with filler material. Pavement markings along this section are in good condition.
	Fayette Dr	Fort Hunter Rd	42 ft	48 ft	
	Fort Hunter Rd	Warrior Way	46 ft	52 ft	
	Warrior Way	Deforest St	50 ft	52 ft	

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Table 1: Roadway Conditions

Study Road	Bounds		Approx. ROW Width		Existing Roadway Conditions
	From	To	Min.	Max.	
Curry Road	Deforest St	Altamont Ave	56 ft	80 ft +	Curry Road, including all legs of the Altamont Ave intersection, has been recently milled and paved between Altamont Ave and Guilderland Ave. The pavement is in very good condition with new pavement markings.
	Altamont Ave	Hollywood Ave	90 ft	100 ft	
	Hollywood Ave	Oaklawn Ave	56 ft	62 ft	Curry Road, including all legs of the Altamont Ave intersection, has been recently milled and paved between Altamont Ave and Guilderland Ave. The pavement is in very good condition with new pavement markings.
	Oaklawn Ave	Guilderland Ave	44 ft	50 ft	

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The project study area is located in both the town of Rotterdam and the city of Schenectady. Named neighborhoods in the project study area are the Bellevue Neighborhood in Schenectady and the Four Corners area in Rotterdam. Some points of interest in the project vicinity are Van Corlaer Elementary School, Rotterdam Town Hall, Market 32, Draper Middle School, and Mohonasen High School. Please see *Map 1: Area Context* on page 11 for more context.



Figure 1: Typical View of Curry Road (Source: Google Streetview)

Within the project study area, Curry Road is classified as an urban principal arterial, Guilderland Avenue is an urban minor arterial, and Helderberg Avenue is an urban major collector. Curry Road, from the roundabout with Hamburg Street/Carman Road to Deforest Street, is a striped two-lane road with 11-foot lanes. Between Deforest Street and Helderberg Avenue, Curry Road widens to accommodate turning movements at the intersections with Altamont Avenue and Helderberg Avenue, with 2 to 3 lanes in each direction. Between Helderberg Avenue and Hollywood Avenue, Curry Road has 2 lanes in each direction with a middle turn lane, but this traffic pattern transitions back to a striped two-lane road with 11-foot lanes by Robinwood Avenue. Over its length, Curry Road has minimal pedestrian infrastructure,



Figure 2: Typical View of Guilderland Avenue (Source: Google Streetview)



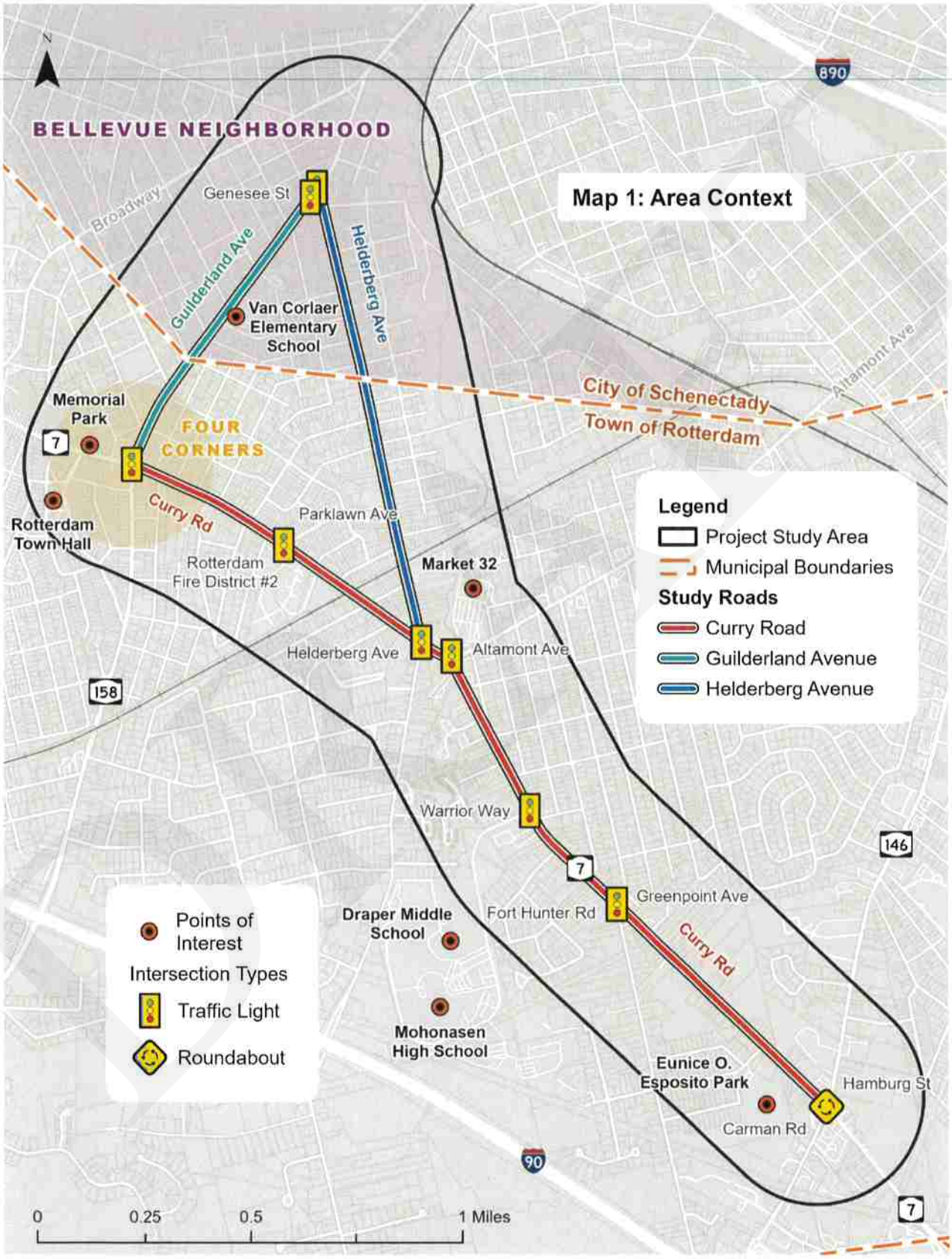
Figure 3: Typical View of Helderberg Avenue (Source: Google Streetview)

which, where it exists, is highly discontinuous. The longest continuous section of sidewalk is on the westbound side of the road from the roundabout to Greenpoint Avenue.

In the town of Rotterdam, Guilderland Avenue is mainly a striped two-lane road with 11-foot lanes. Once it crosses the border into the city of Schenectady, Guilderland Avenue becomes an unstriped road approximately 30 feet in width. Sidewalks are more continuous here than on Curry Road and more so in the city of Schenectady portion of Guilderland Avenue.

Helderberg Avenue is another road that crosses the Rotterdam-Schenectady border. Within the town of Rotterdam, Helderberg Avenue is a striped two-lane road with 11-foot lanes and variable width shoulders (maximum 5 feet). Out of the three main roads in this study, Helderberg Avenue has the most complete pedestrian infrastructure with nearly continuous buffered sidewalks from Curry Road to Guilderland Avenue. Within Rotterdam, the buffer is mainly asphalt while in Schenectady the buffer is mainly grass.

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Map 1: Area Context
BELLEVUE NEIGHBORHOOD
Broadway
Genesee St
Guilderland Ave
Helderberg Ave
Van Corlaer Elementary School
Memorial Park
FOUR CORNERS
Curry Rd
Rotterdam Town Hall
Parklawn Ave
Rotterdam Fire District #2
Market 32
Helderberg Ave
Altamont Ave
City of Schenectady
Town of Rotterdam
Warrior Way
Greenpoint Ave
Fort Hunter Rd
Draper Middle School
Mohonasen High School
Eunice O. Esposito Park
Hamburg St
Carman Rd
890
158
146
90
7
Legend
Project Study Area
Municipal Boundaries
Study Roads
Curry Road
Guilderland Avenue
Helderberg Avenue
Points of Interest
Intersection Types
Traffic Light
Roundabout
0
0.25
0.5
1 Miles

Zoning

North of Altamont Avenue, Curry Road, Guilderland Avenue, and Helderberg Avenue are mainly surrounded by commercial zoning – B-1 Retail Business in Rotterdam and C-1 Neighborhood Retail in Schenectady. These zones generally do not permit auto-oriented land uses by right, but some uses, such as car washes and drive-in establishments, are allowed as special uses within Rotterdam's B-1 district. There are some small portions of Curry Road and Helderberg Avenue that border on a more intensive commercial zoning district, B-2 General Business. Besides commercial zoning, Guilderland Avenue and Helderberg Avenue are surrounded by residential zoning in the city of Schenectady. Guilderland Avenue is mostly surrounded by R-2 Two Family Residential while Helderberg Avenue is mostly surrounded by R-1 Single Family Residential.

South of Altamont Avenue, Curry Road is mainly surrounded by R-1 One-Family Residential, but there are still small sections of commercial zoning (B-1 Retail Business and B-2 General Business) and higher-density residential zoning (R-2 Two-Family Residential, R-3 Multi-Family Residential, and R-4 Small One Family and Townhouse District). Within B-2 General Business, some additional auto-oriented uses are allowed as special uses, such as gas stations, auto sales, and motor vehicle repair shops.

The remaining portions of the study area mainly consist of single-family zoning districts in both Rotterdam and Schenectady. Small portions of the southern half of the study area are zoned A-1 Agricultural. The area located along Broadway in the study area within Schenectady is zoned C-2 Mixed Use Commercial. The Town of Rotterdam has also recently adopted a mixed-use zoning district which could be used along Curry Road, Guilderland Avenue, and Helderberg Avenue in the future to allow for mixed-use development.

See *Map 2: Zoning* on page 14 for additional context.

Land Use

Residential land uses constitute the majority of the study area. The primary land uses along Curry Road north of Altamont Avenue are commercial and residential. Guilderland Avenue hosts mainly commercial uses, but residential uses are more dominant towards the middle and north sections of the road. Helderberg Avenue primarily hosts residential land uses. South of Altamont Avenue on Curry Road are primarily residential land uses with some commercial mixed in.

Most residential land use within the study area is made up of single-family residences, but there are several multi-family developments as well. Esquire Village Apartments, the Residences at Vista Square, Curry Brook Commons, Bigsbee Village Condominiums, Victoria Court Apartments, 2364 Curry Road, 2370 Curry Road, and Holly Manor Apartments are located on Curry Road, while Helderberg Village Apartments and 1981 Parker Street Apartments are located on Helderberg Avenue.

Some important civic land uses are located within the study area as well, such as Rotterdam Fire District No. 2 fire house, Van Corlaer Elementary School, Draper Middle School, Mohonasen High School, and Eunice O. Esposito Park.

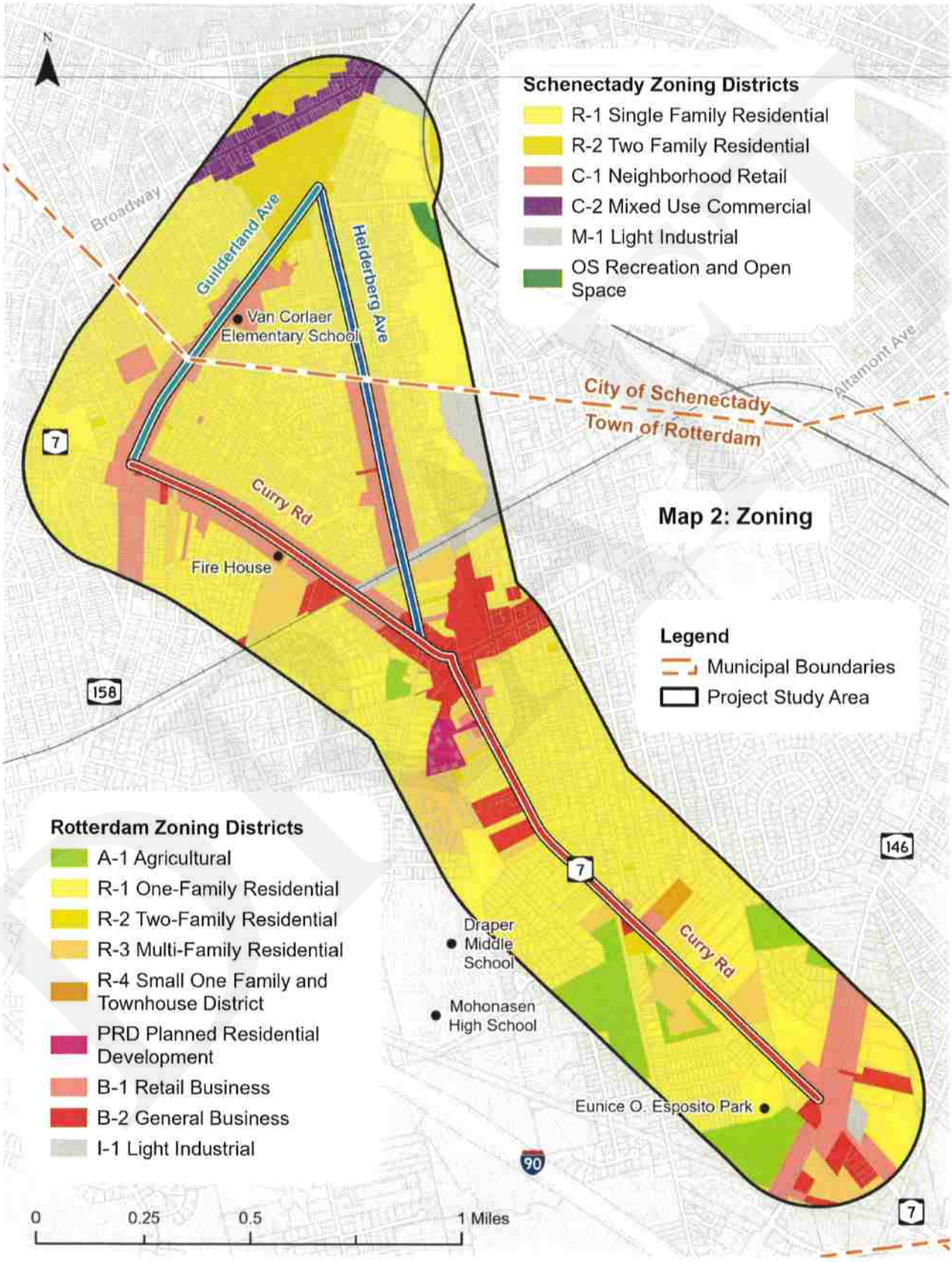
The study area is heavily auto-oriented, and thus many properties with frontage along the Study Roads have driveways. Driveway characteristics for each road is broken down in *Table 2: Driveway Characteristics* below:

Table 2: Driveway Characteristics

Name	Number of driveways	Length	Driveways per mile
Curry Road (North)	66	0.80 mi	82.5
Curry Road (South)	133	1.44 mi	92.4
Curry Road (Total)	199	2.24 mi	88.8
Guilderland Avenue	87	0.79 mi	110.1
Helderberg Avenue	129	1.09 mi	118.3

Driveways along Curry Road are not generally located in areas with sidewalks and thus tend to spill right into the shoulder with no curb-cut. Along the frontage of auto-centric businesses (especially in the Four Corners area), if there is a sidewalk, it abruptly ends before and starts again after the driveway curb-cut. However, along Guilderland Avenue and Helderberg Avenue, driveways usually continue across the sidewalk, drawing attention to the possible presence of pedestrians. Where they exist, the sidewalks along Guilderland Avenue and Helderberg Avenue are combined with curbing, which may decrease turning speeds and give pedestrians more visibility as motorists turn into or out of driveways.

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N
Schenectady Zoning Districts
R-1 Single Family Residential
R-2 Two Family Residential
C-1 Neighborhood Retail
C-2 Mixed Use Commercial
M-1 Light Industrial
OS Recreation and Open Space
Broadway
Guilderland Ave
Helderberg Ave
Van Corlaer Elementary School
Altamont Ave
City of Schenectady
Town of Rotterdam
7
Curry Rd
Fire House
Map 2: Zoning
Legend
Municipal Boundaries
Project Study Area
158
Rotterdam Zoning Districts
A-1 Agricultural
R-1 One-Family Residential
R-2 Two-Family Residential
R-3 Multi-Family Residential
R-4 Small One Family and Townhouse District
PRD Planned Residential Development
B-1 Retail Business
B-2 General Business
I-1 Light Industrial
146
7
Draper Middle School
Curry Rd
Mohonasen High School
Eunice O. Esposito Park
90
7
0
0.25
0.5
1 Miles

Recently Planned Projects

MIXED-USE DEVELOPMENT AT 2623 GUILDERLAND AVENUE

There is a site redevelopment planned for 2623 Guilderland Avenue that will convert the existing one-story building into a two-story building with commercial use on the bottom and 8 residential units on top. The site plan also shows removing uncontrolled access to the property into two driveways to access the site. The site layout plan for the redevelopment of this property is in *Appendix A: 2623 Mixed-Use Redevelopment Site Plan*.



Figure 4: 2623 Mixed-Use Redevelopment Site (Source: Google Streetview)

STEWARTS EXPANSION AT CURRY ROAD AND HELDERBERG AVENUE INTERSECTION

A proposal from Stewart's is also anticipated in early 2025 with a proposal to rebuild and expand in their current location on the corner of Curry Road and Helderberg Avenue. These expansion plans will need to be reviewed for consistency with the recommendations included in this report to ensure that the Stewart's expansion is coordinated with the improvements planned for Curry Road and Helderberg Avenue.

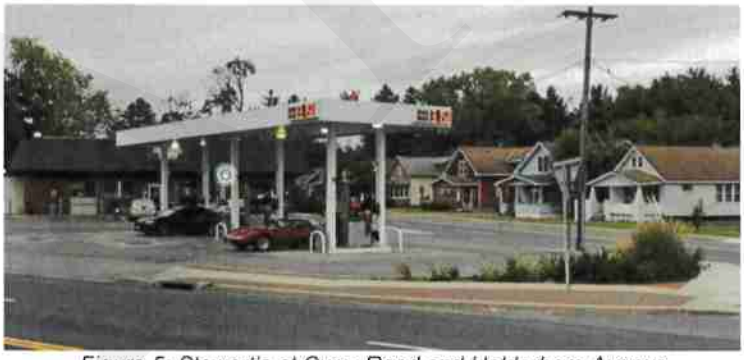


Figure 5: Stewart's at Curry Road and Helderberg Avenue (Source: Google Streetview)

VAN CORLAER ELEMENTARY SCHOOL SITE IMPROVEMENTS

The Van Corlaer Elementary School is replacing the existing greenspace located to the north of the school with a parking area to expand the parking capacity for the school. This new parking area will be accessed from Guilderland Avenue using the two-way driveway located near the south end of the parking lot, next to the school building. The site plan for the elementary school parking lot expansion is in Appendix B: Van Corlaer Elementary School Site Plan.



Figure 6: Van Corlaer Elementary School future parking lot area off Guilderland Avenue (Source: Google Streetview)

Pedestrian Characteristics

Curry Road is largely without sidewalks along much of its length. The longest stretch of continuous sidewalks stretches from the roundabout with NY-146 to Greenpoint Avenue along the northeast side of the road. This stretch is mostly rated "fair" by the Town of Rotterdam with some sections rated as "poor" near Owen Road and other sections rated as "good" near the roundabout. There are other small, discontinuous stretches of sidewalk around the Altamont Avenue and Helderberg Avenue intersections and the railroad underpass.

Guilderland Avenue has continuous sidewalks for its length within the city of Schenectady. However, within the town of Rotterdam, sidewalks are more disjointed with small, sporadic sections of sidewalk. The southbound side of the road has sidewalks from the municipal boundary to the gas station at Vischer Avenue and then again between Draper Avenue and Curry Road, both of which are rated mostly accessible or "good". The northbound side of the road has a small portion of sidewalk in "poor" condition along the frontage of 2558 Guilderland Avenue, the old Wingate Library.

Within the city of Schenectady, sidewalk condition data was not available. However, the project team conducted a field survey and concluded that most of the sidewalk would be rated as partially accessible or "fair" for most of the sidewalk length that did not have condition data available. Some portions of sidewalk appear to have fallen into disrepair over the passage of time, with tree roots causing the sidewalk to heave up and other sections crumbling with use, as shown in *Figure 7* below and *Figure 8* to the right.

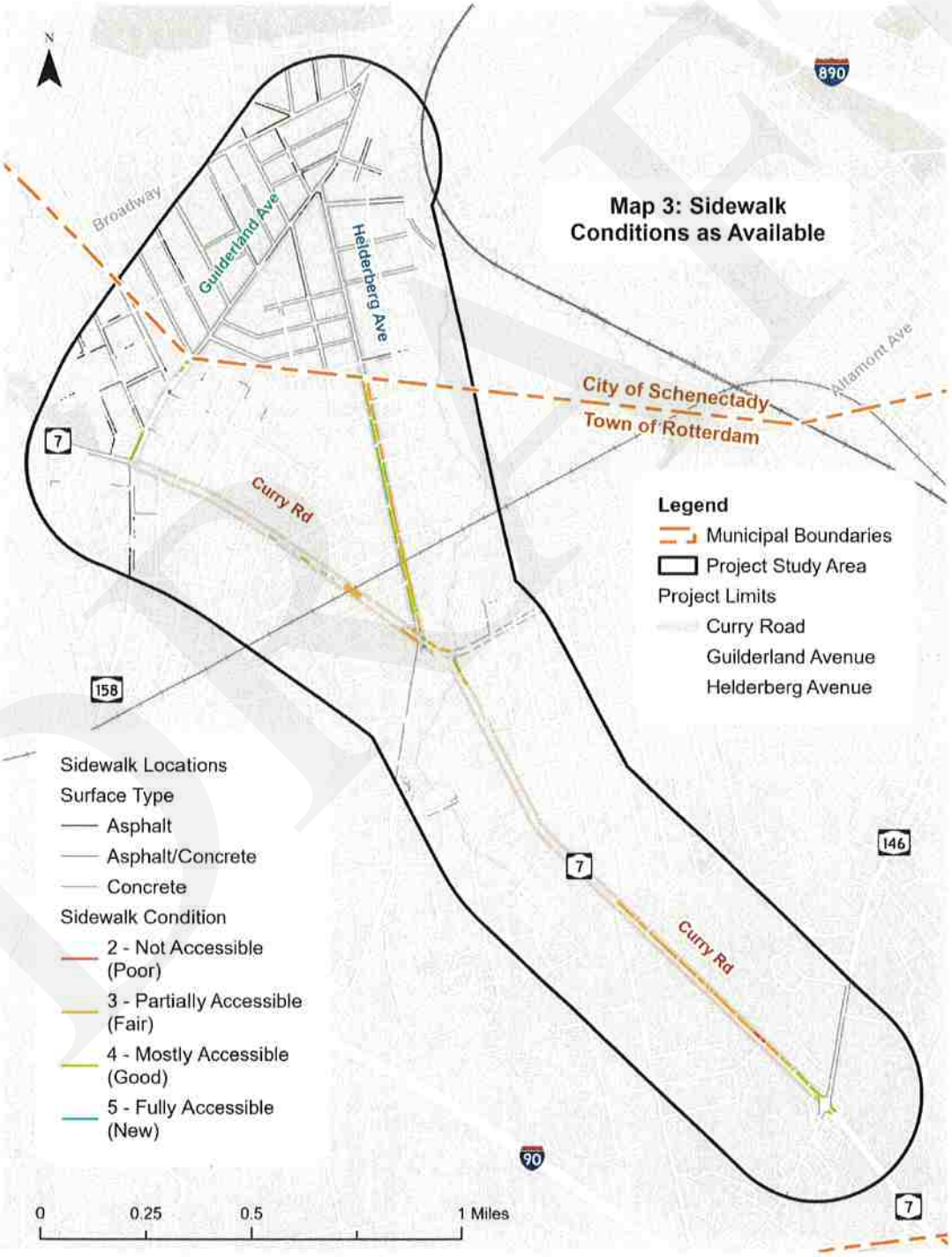


Figure 7: Sidewalk upheaval near Guilderland Ave/Genesee St



Figure 8: Sidewalk crumbling near Guilderland Ave/Genesee St

Helderberg Avenue has the most robust pedestrian infrastructure of the study roads, with nearly continuous sidewalks between Curry Road and Guilderland Avenue. There is only one small portion of missing sidewalk along the frontage of the auto repair shop at 1312 Helderberg Avenue, at the southwest corner of the Gray Street intersection. Within the town of Rotterdam, the condition of the sidewalk sections is either partially accessible or "fair" or mostly accessible or "good", with the former mostly on the east side of the street and the latter mostly on the west side. See *Map 3: Sidewalk Conditions as Available* below.



Bicycle Characteristics

There is no existing dedicated bicycle infrastructure within the study area. However, in the 2022 Rotterdam Comprehensive Plan, the Curry Road and Guilderland Avenue corridors within the town of Rotterdam were designated as "Corridor Mixed-Use" areas, which are intended to promote mixed-use development and multi-modal transportation options. Among the recommended actions for Corridor Mixed-Use areas was to reinforce streets as public places that encourage pedestrian and bicycle travel.



Figure 9: Curry Road – Altamont Avenue Node at Helderberg Avenue

Additionally, the Curry Road – Altamont Avenue Node (*Figure 9*) and the Carman Road – Hamburg Street Node (*Figure 10*) were designated as "Mixed-Use Nodes," which are intended to create vibrant and attractive destinations that promote mixed-use development and redevelopment with a streetscape that provides access to multi-modal transportation options.



Figure 10: Carman Road – Hamburg Street Node

During the project team's field visit, bicyclists were observed traveling along Curry Road, as shown in *Figure 11: Curry Road – Guilderland Avenue Node*. Since there is no existing infrastructure, bicyclists attempt to travel in whichever way feels safest to them, which in the case shown in the figure is against traffic through parking lots along the road. Other bicyclists observed appeared to be school-aged children. Members of the Study Advisory Committee confirmed these observations, mentioning that students do ride their bikes to school.

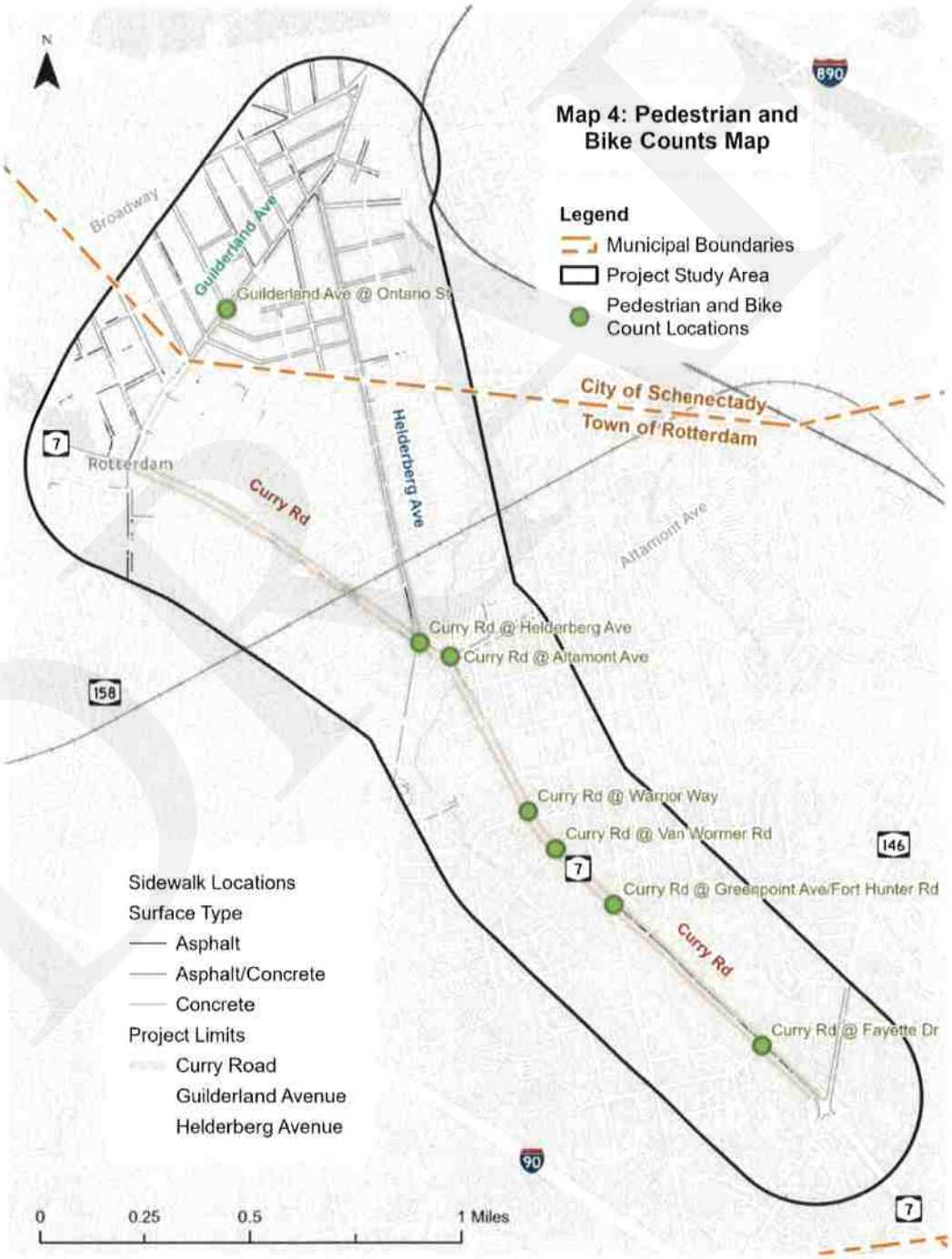


Figure 11: Curry Road – Guilderland Avenue Node

In Figure 11, due to a lack of access control, cars are parked near where the sidewalk would be located if there were one present, presenting an obstacle to bicyclists and pedestrians. This is an issue that is found throughout the Study Roads' corridors.

Pedestrian and Bicycle Counts

As mentioned in the previous sections, there is still pedestrian and bicycle traffic throughout the study area, despite dedicated infrastructure being either discontinuous or nonexistent. Between October 10 and October 16, 2023, continuous pedestrian and bicycle counts were taken at several intersections throughout the study area, as shown in *Map 4: Pedestrian and Bicycle Count Locations* and *Figure 12: Bicycle and Pedestrian Counts Curry Road @ Helderberg Avenue, 10/10/23-10/16/23* on page 20.

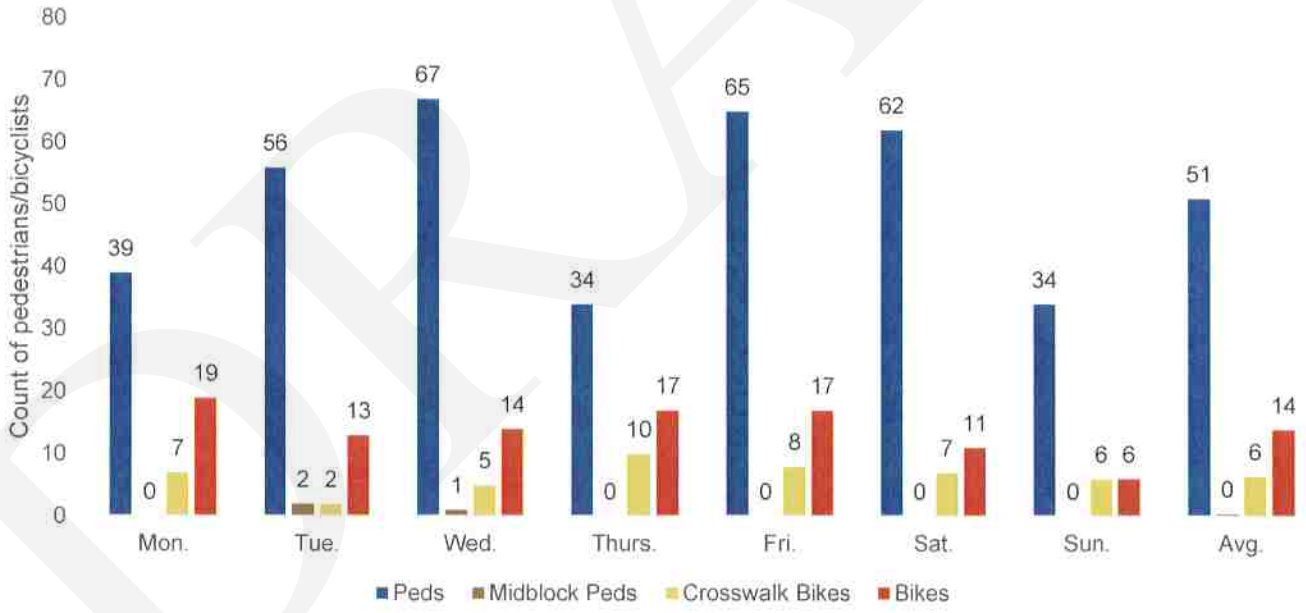


Pedestrian and bicycle counts were taken over the seven-day period mentioned above at the Curry Road intersections with Helderberg and Altamont avenues. Counts were taken on Wednesday, October 11, 2023, at the following smaller intersections along the Study Roads, from north to south:

- Guilderland Avenue and Ontario Street (in front of Van Corlaer Elementary School)
- Curry Road and Warrior Way (entrance to Mohonasen High School/Draper Middle School)
- Curry Road and Van Wormer Road
- Curry Road and Greenpoint Avenue/Fort Hunter Road
- Curry Road and Fayette Drive (entrance to Eunice O. Esposito Park)

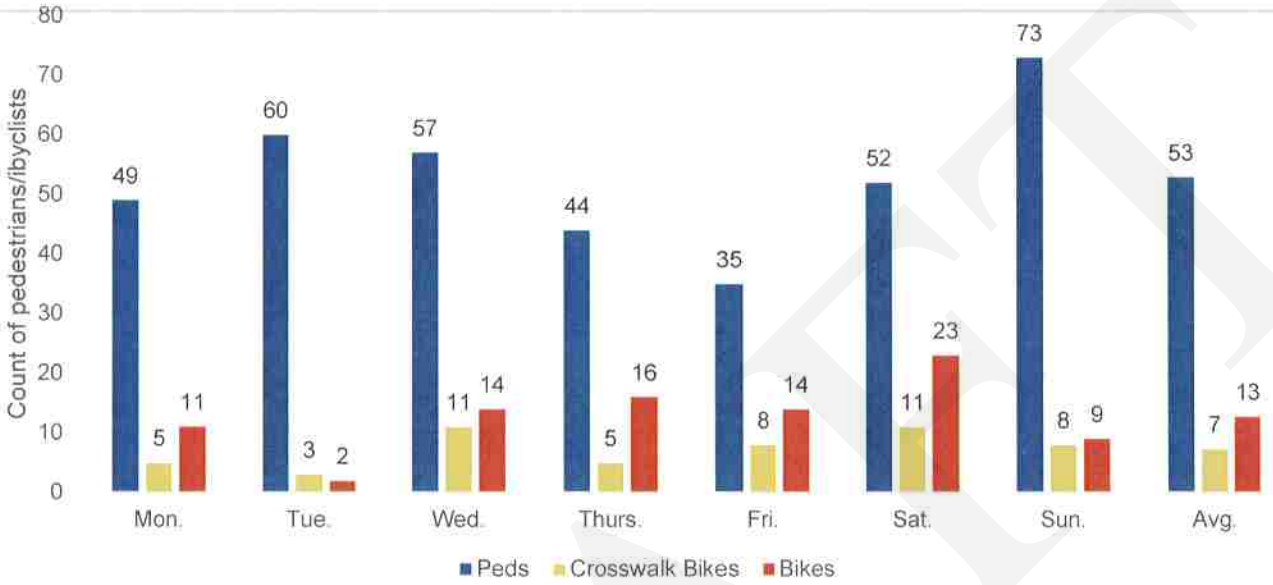
Figures 12 and 13: *Bicycle and Pedestrian Counts* show the count of pedestrians ("Peds"), pedestrians crossing irregularly or mid-block ("Midblock Peds"), bicyclists walking bikes ("Crosswalk Bikes"), and bicyclists ("Bikes") at a given intersection. As shown in *Figure 12: Bicycle and Pedestrian Counts* below, Curry Road at Helderberg Avenue saw an average of 51 pedestrians, 6 people walking bikes, and 14 bikes using the intersection per day. Pedestrian traffic was highest Tuesday-Wednesday and Friday-Saturday. Bicycle traffic was relatively even throughout the week.

Figure 12: Bicycle and Pedestrian Counts
Curry Rd @ Helderberg Ave, 10/10/23-10/16/23



As seen in *Figure 13: Bicycle and Pedestrian Counts* on page 21, Curry Road at Altamont Avenue saw an average of 53 pedestrians, 7 people walking bikes, and 13 bikes using the intersection per day. Pedestrian traffic peaked on Sunday with 73 pedestrians while Friday was the lowest with 35. Bicycle traffic was fairly consistent Wednesday through Friday, with a peak on Saturday of 23 bicycles while Tuesday was the lowest with only 2.

Figure 13: Bicycle and Pedestrian Counts
Curry Rd @ Altamont Ave, 10/10/23-10/16/23



Pedestrian and bicycle counts for the smaller intersections are shown in *Table 3: Pedestrian and Bicycle Counts at Select Intersections* below. Guilderland Avenue at Ontario Street was notable for its high pedestrian count, which is likely because of students (and their parents) walking to Van Corlaer Elementary School. Schenectady Schools does not provide transportation for students who live within a half mile of the school, prompting many to walk to school if they live close enough. The second and third busiest intersections for pedestrians were entrances to public places: Fayette Drive leads to Eunice O. Esposito Park and Warrior Way leads to the Mohonasen/Draper school complex. Overall, bike counts were relatively even amongst the intersections. Warrior Way counted the most total bikes, with 10 walking and 11 riding, which were likely middle and high school students traveling to school.

Table 3: Pedestrian and Bicycle Counts at Select Intersections

Intersection	Peds.	Midblock Peds.	Crosswalk Bikes	Bikes	Midblock Bikes
Guilderland Ave @ Ontario St	670	7	2	14	N/A
Curry Road @ Warrior Way	48	0	10	11	0
Curry Road @ Van Wormer Rd	24	0	0	15	0
Curry Road @ Greenpoint Ave/Fort Hunter Rd	18	1	2	7	0
Curry Road @ Fayette Dr	50	0	0	8	3

Public Transit Characteristics

See *Map 5: Transit Stops and Routes* on page 23. The study area contains several transit routes with 50 stops, which are served by CDTA buses. The main CDTA route that traverses the study area is Route 763. This is a commuter route running from the Mohawk Harbor area of Schenectady through Guilderland to Crossgates Mall. Commuter routes run only on weekdays and have limited departures. In particular, Route 763 runs five buses per weekday, which leave the Mohawk Harbor area three times in the morning and two times in the afternoon and the Crossgates Mall area two times in the morning and three times in the afternoon. The earliest bus leaves at 5:49 A.M. and the latest bus returns at 7:21 P.M., both at the Mohawk Harbor end of the route. Route 763 runs along the entire stretch of Guilderland Avenue and Curry Road within the study area.

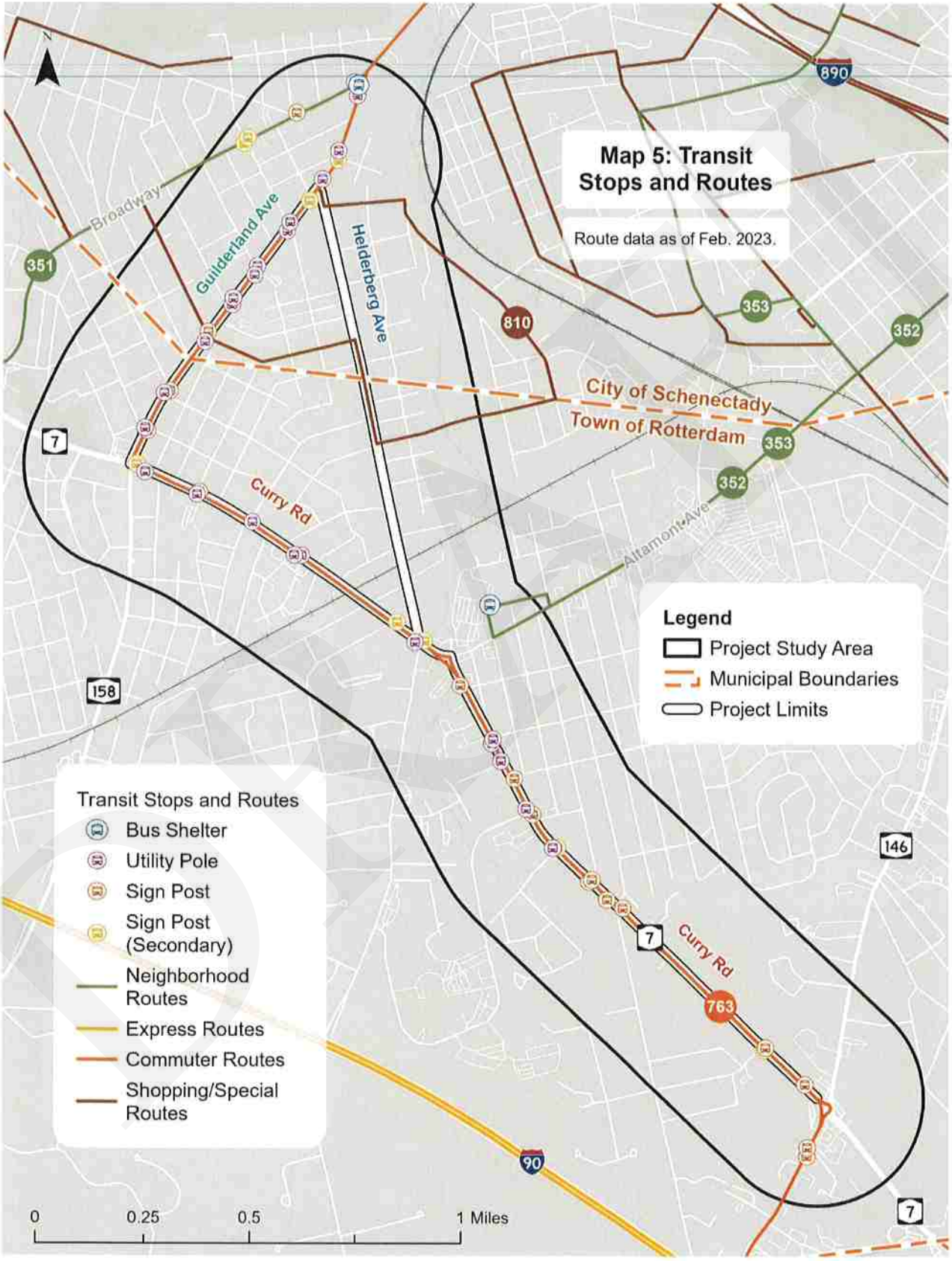
Other routes that enter the study area but do not run along Curry Road, Guilderland Avenue, or Helderberg Avenue are Routes 352, 353, and 351, which are all neighborhood routes. Route 352 brings riders from the Sheridan Apartments in Schenectady to the Market 32 near the Curry Road and Altamont Avenue intersection, while Route 353 brings riders from the Glenville Walmart to the same Market 32. Route 351 runs from the Sheridan Apartments in Schenectady to the Rotterdam Industrial Park mainly along Broadway. Additionally, Route 810 ("Schenectady Shuttle") runs along a small portion of Helderberg Avenue connecting Schenectady neighborhoods with Schenectady High School when school is in session.

All transit stops along Curry Road and Guilderland Avenue are designated by signage either standing by itself on a pole or attached to an existing utility pole (see Transit Stops and Routes Map on the next page). Utility pole bus stops are the most common type, with 24 total in the study area, followed by signage on posts by itself (16) and signage that shares a post with existing traffic control signage (8). There are two existing bus shelters within the study area, but neither are located directly on the Study Roads. One is located outside the Market 32 on Routes 352 and 353 and the other is located along Route 351 on the eastbound side of Broadway at Westinghouse Park, near the intersection with Guilderland Avenue.

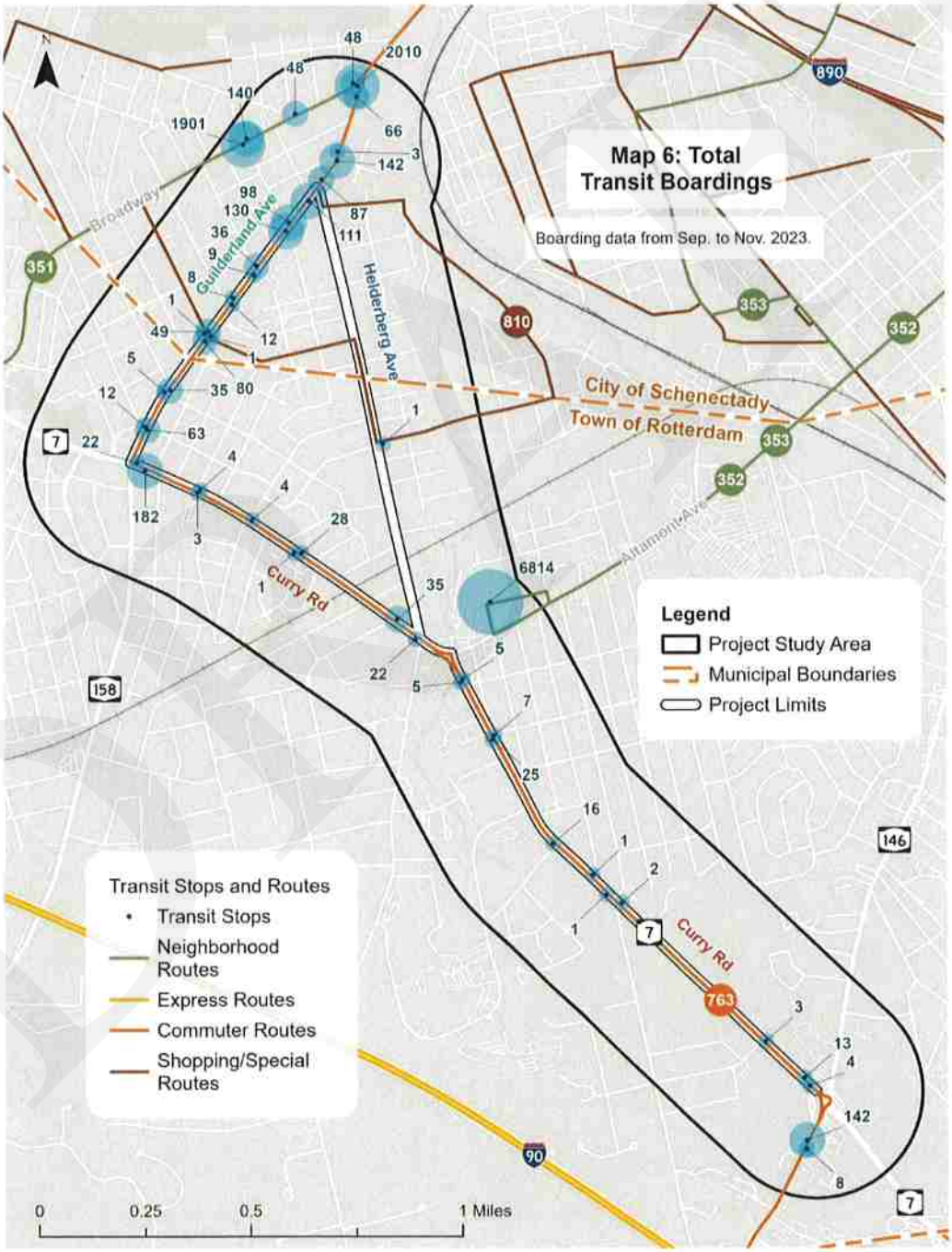
Just over half of transit stops (26 out of 50) throughout the study area are located in or adjacent to locations with sidewalks. However, this leaves just under half of transit stops as places where users have to wait for the bus either on lawns, parking lots, or on the shoulder (see *Figure 14* to the right). Waiting in awkward locations coupled with a lack of shade or shelter at most stops likely discourages potential transit users.

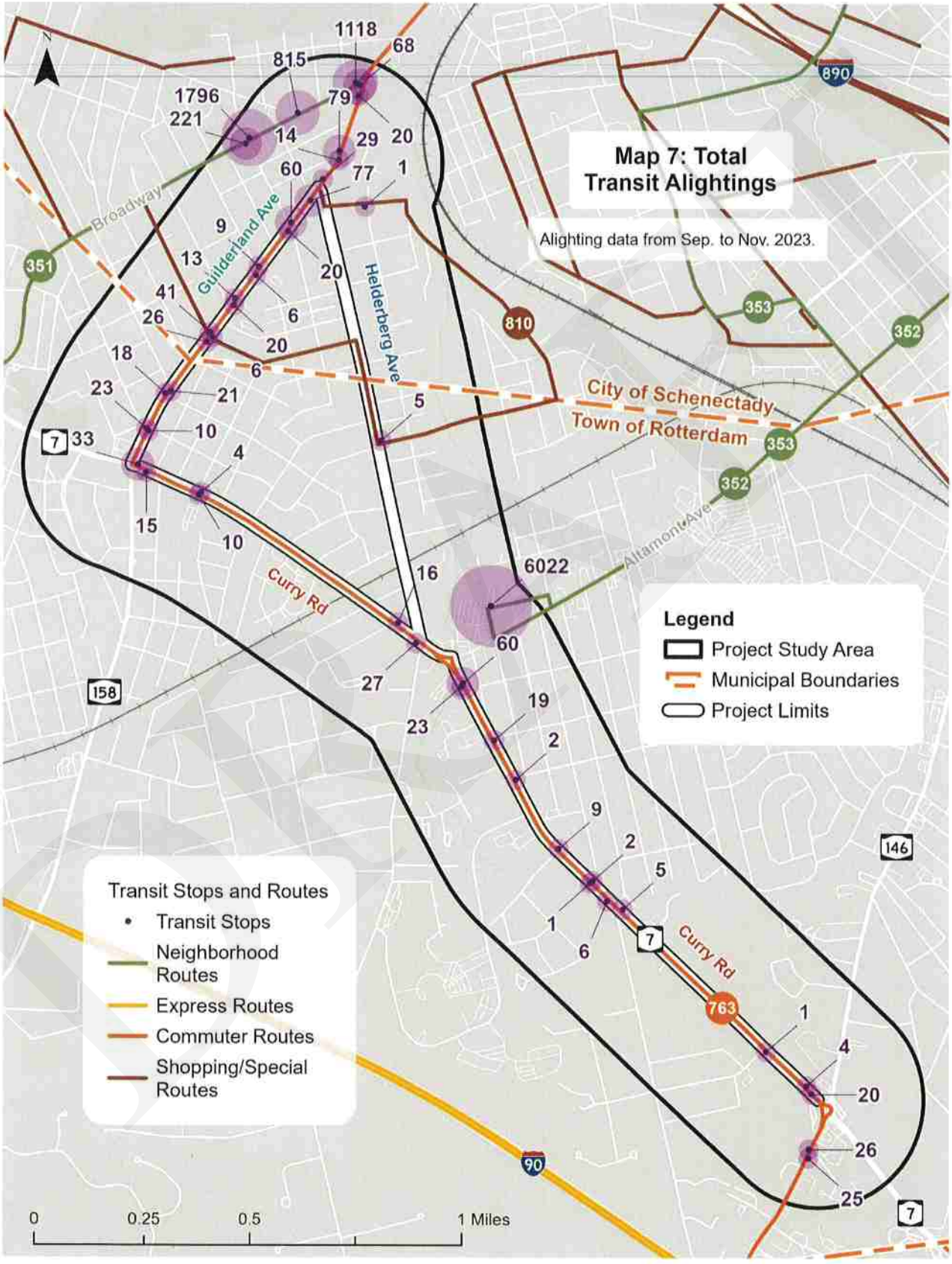


Figure 14: Conditions at a bus stop near Four Corners (Source: Google Streetview)


Map 5: Transit Stops and Routes
Route data as of Feb. 2023.
N
Broadway
Guilderland Ave
Helderberg Ave
Curry Rd
Altamont Ave
City of Schenectady
Town of Rotterdam
890
351
353
352
810
7
158
146
90
763
Legend
Project Study Area
Municipal Boundaries
Project Limits
Transit Stops and Routes
Bus Shelter
Utility Pole
Sign Post
Sign Post (Secondary)
Neighborhood Routes
Express Routes
Commuter Routes
Shopping/Special Routes
0
0.25
0.5
1 Miles

As shown in the following two maps (*Map 6: Total Transit Boardings* below and *Map 7: Total Transit Alightings* on page 25), ridership varies greatly among the transit stops in the project study area. All data that follow were collected over a three-month period from September through November 2023. In general, stops along Curry Road attracted fewer riders than the stops along Guilderland Avenue, even though they were served by the same commuter route. However, the transit routes with the greatest ridership were neighborhood routes 351, 352, and 353, which run along Broadway and Altamont Avenue. The bus shelter outside Market 32, served by routes 352 and 353, had the greatest number of boardings and alightings by far, with 6,814 boardings and 6,022 alightings.




Map 7: Total Transit Alightings
Alighting data from Sep. to Nov. 2023.
Broadway
Guilderland Ave
Helderberg Ave
Curry Rd
Altamont Ave
City of Schenectady
Town of Rotterdam
Legend
Project Study Area
Municipal Boundaries
Project Limits
Transit Stops and Routes
Transit Stops
Neighborhood Routes
Express Routes
Commuter Routes
Shopping/Special Routes
0
0.25
0.5
1 Miles

Traffic Analysis and Select Intersection Geometries

Traffic volumes vary along Curry Avenue between major intersections. The average annual daily traffic (AADT), measured by NYSDOT in 2021 is shown in *Map 8: Average Annual Daily Traffic (AADT)* below. Traffic volumes were the highest between Altamont Avenue and Guilderland Avenue at almost 17,000 vehicles per day. Traffic volumes to the east and west of these intersections were lower, between 12,000 and 13,000 vehicles per day. Guilderland Avenue had significantly lower traffic volumes, averaging 5,100 vehicles per day.

Major streets that intersect the corridor include Altamont Avenue (19,500 AADT), Hamburg Street (8,350 AADT), and Helderberg Avenue (6,800 AADT to the north, 2,750 AADT to the south). There are a number of other local roadways that typically have volumes less than 1,000 vehicles per day.

The speed limit throughout the Study Roads is 35 miles per hour in Rotterdam and 30 miles per hour in Schenectady. According to NYSDOT data available on Traffic Data Viewer, the only segment with an average speed above the speed limit was Curry Road between Altamont Avenue and Guilderland Avenue, where the average speed was 36 miles per hour. Other segments' data were taken over two-day weekday intervals in March 2021 April 2021, and April 2024, but none of these showed average speeds exceeding the speed limit. See *Table 4: Speed Data for Study Road Segments* on page 27.

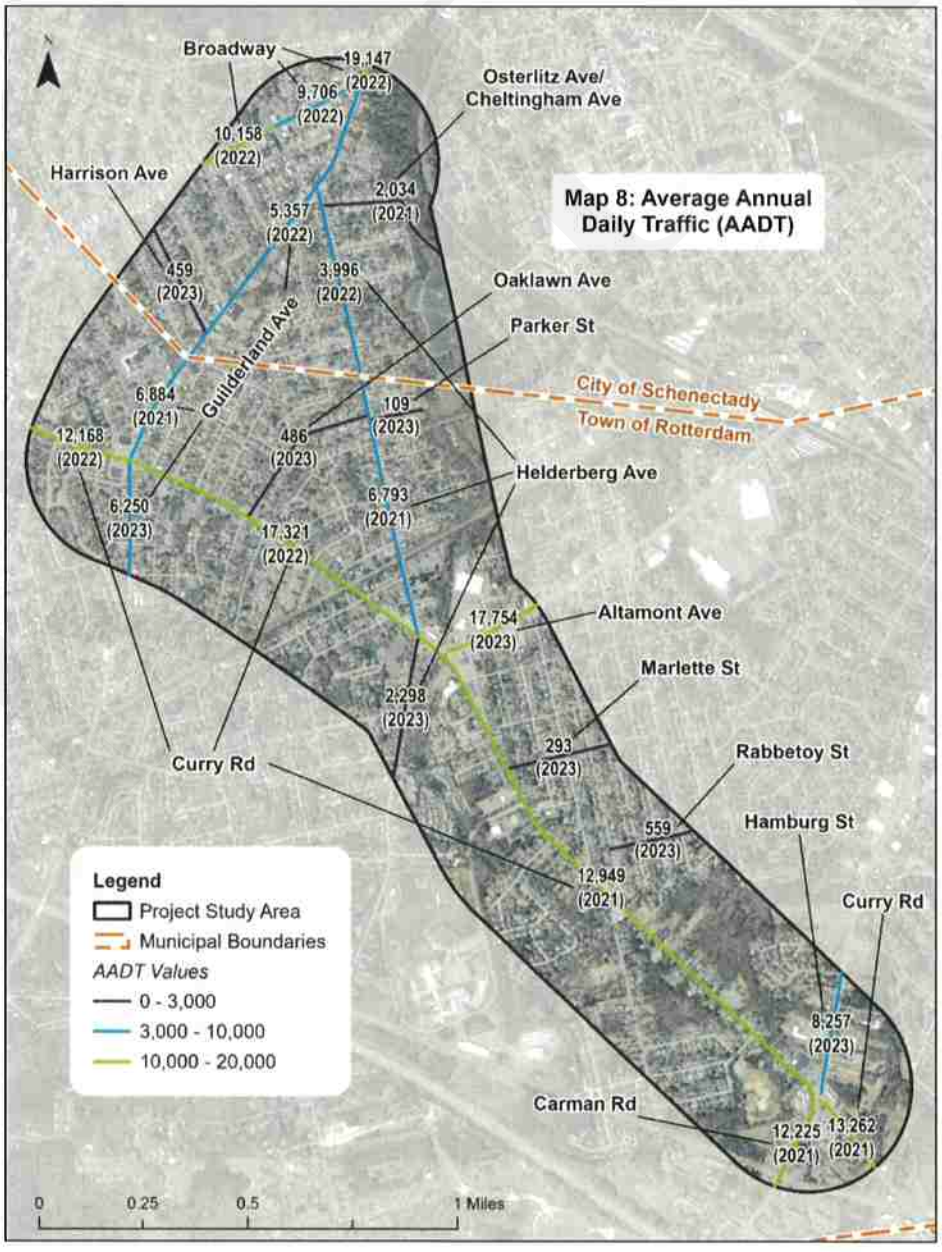


Table 4: Speed Data for Study Road Segments							
Road	From	To	Posted (mph)	Average (mph)	Max Speed (mph, date measured)	Min Speed (mph)	85th % (mph, actual annual avg.)
Curry Rd	Hamburg St	Altamont Ave	35	35	41 (4/16/2024)	27	41 (2022)
Curry Rd	Altamont Ave	Guilderland Ave	35	36	39 (10/12/2022)	34	41 (2022)
Guilderland Ave	Curry Road	Helderberg Ave	35*	29	35 (3/17/2021)	27	34 (2021)
Helderberg Ave	Curry Road	Guilderland Ave	35*	34	38 (4/16/2024)	31	39 (2021)

*Posted speed limit within the city of Schenectady is 30 mph.

Turning movement counts were available for three of the major intersections: Curry Rd / Guilderland Avenue, Curry Rd / Helderberg Ave, and Curry Rd / Altamont Ave. The existing level of service and average delay are displayed in *Table 5: Level of Service (LOS) at Major Intersections* below, HCM results are reported for Curry Rd / Guilderland Ave intersection and Synchro results are reported for Curry Rd / Helderberg Ave and Curry Rd / Altamont Ave intersections as the Highway Capacity Manual (HCM) does not support clustered intersections. There were no individual turning movements that operate at LOS F. There were some individual movements that operate at LOS D. It should be noted that NYSDOT has installed new traffic signals at Curry Road intersections with Helderberg Ave and Altamont Ave since data collection. This analysis considered the updated signal timing and signal phasing.

Table 5: Level of Service (LOS) at Major Intersections			
Intersection	Direction	AM Peak Hour (LOS/Delay – seconds)	PM Peak Hour (LOS/Delay – seconds)
Guilderland Ave / Helderberg Ave	NB	B (12)	A (9)
	SB	B (13)	B (14)
	NWB	B (10)	B (17)
	Overall	**B (12)**	**B (13)**
Curry Rd / Guilderland Ave	NB	C (27.8)	D (37.7)
	SB	B (19.5)	C (26.7)
	EB	C (27.7)	D (37.4)
	WB	C (25.5)	C (33.4)
	Overall	**C (25.6)**	**C (33.6)**

Curry Rd / Helderberg Ave	NB	C (23.9)	C (26.5)
	SB	C (31.4)	C (29)
	EB	B (16.8)	C (20.1)
	WB	A (8.2)	B (12.8)
	Overall	**B (16.1)**	**B (18.1)**
Curry Rd / Altamont Ave	NB	C (34.1)	D (39.8)
	EB	A (9.4)	B (13.1)
	WB	A (6.6)	A (10)
	Overall	**B (13.9)**	**B (19.2)**

Queue lengths were analyzed more closely due to the close proximity of the Curry Rd / Helderberg Ave and Curry Rd / Altamont Ave intersections. During the PM peak hour, traffic volumes can occasionally prevent vehicles from being able to clear the intersection or can prevent access to turning lanes at the Curry Rd / Helderberg Ave intersection and Curry Rd / Altamont Ave intersection. The distance between these two intersections is approximately 330 feet, but average westbound queues on Curry Road were approximately 460 feet. Ninety-fifth percentile queues for the westbound lefts from Altamont Avenue to Curry Road were 120 feet, while the storage length is only 120 feet. The queueing for the through movement also can block entry to the left turn bay.

The geometry of select intersections is analyzed in the following subsections. An overview of sight distances at each intersection is provided in *Table 6: Available Sight Distance for Right on Red (In Feet)* below.

Table 6: Available Sight Distance for Right on Red (In Feet)

Intersection	Approach Direction				
	NB	EB	SB	WB	Highway Design Manual Standard
Helderberg Ave / Guilderland Ave	N/A	Unrestricted	N/A	190	335
Curry Rd / Guilderland Ave	180	341	477	133	335
Curry Rd / Helderberg Ave	800	255	Slip lane	451	335
Curry Rd / Altamont Ave	N/A	Slip lane	N/A	220	335

CURRY ROAD AND GUILDERLAND AVENUE INTERSECTION GEOMETRY

This intersection is a four-legged signalized intersection with dedicated left turn lanes on all approaches; the Curry Road left turns have a protected-only left turn phase, and the Guilderland Avenue left turns have protected-permissive left turn signal phases. The east-west geometry for Curry Road (NYS Route 7) is slightly skewed but does not pose any significant issues with sight distance or turning motions. The north-south approaches for Guilderland Ave (NYS Route 158) have a more pronounced skew causing a unique situation where the sight distance for northbound left turns and southbound through traffic is obscured by vehicles making southbound left turns. There are signalized push button pedestrian crossings at all four legs of the intersection.



Figure 15: Curry Road and Guilderland Avenue Intersection (Source: Google Maps)

CURRY ROAD AND ALTAMONT AVENUE INTERSECTION GEOMETRY

This intersection is a three-leg signalized T intersection with dedicated left turn lanes southbound on Altamont Ave and westbound on Curry Road. Eastbound Curry Road traffic can avoid the signalized intersection using a dedicated slip ramp lane which is yield controlled. The westbound Curry Road approach is slightly skewed but does not present any sight distance issues, although vehicles in the left lane were observed regularly cutting the corner and, in some instances, encroaching on the hatched median area, creating conflicts with vehicles in the two-way left turn lane. There are pedestrian crossings at the west and south approaches to the intersection that are push-button controlled. There are no designated pedestrian crossings through the eastbound Curry Road slip ramp for pedestrian access to the south side of Curry Road.



Figure 16: Curry Road and Altamont Avenue Intersection (Source: Google Maps)

CURRY ROAD AND HELDERBERG AVENUE INTERSECTION GEOMETRY

This intersection is a four-legged signalized intersection with dedicated left turn lanes for Curry Road eastbound and westbound, as well as Helderberg Ave southbound. The east-west geometry for Curry Road (NYS Route 7) is properly aligned and does not pose any issues with sight distance or turning motions. The north-south approaches for Helderberg Ave have more pronounced skews, with the worst being southbound, causing poor alignment, inadequate sight distances, and confusion over right of way for turning motions. Conflicts were observed between southbound left turns and northbound through traffic on Helderberg Ave due to the pronounced offset and skew. NYSDOT has recently installed new traffic signals at this intersection and at the intersection of Curry Road and Altamont Ave; the two intersections are controlled by one traffic signal controller (clustered signals). There are push-button signalized pedestrian crossings at each leg of Helderberg Ave as well as the east leg of Curry Road.

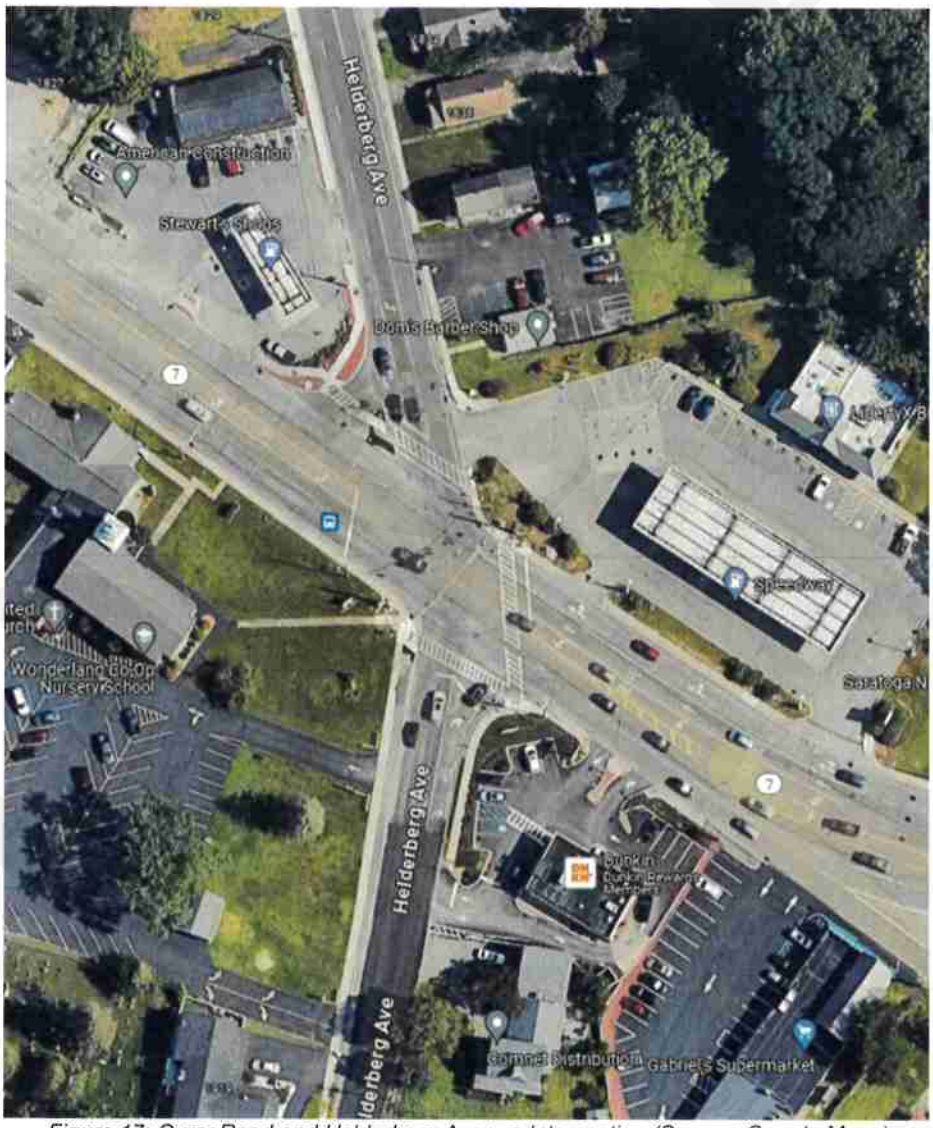


Figure 17: Curry Road and Helderberg Avenue Intersection (Source: Google Maps)

CURRY ROAD AND FORT HUNTER ROAD INTERSECTION GEOMETRY

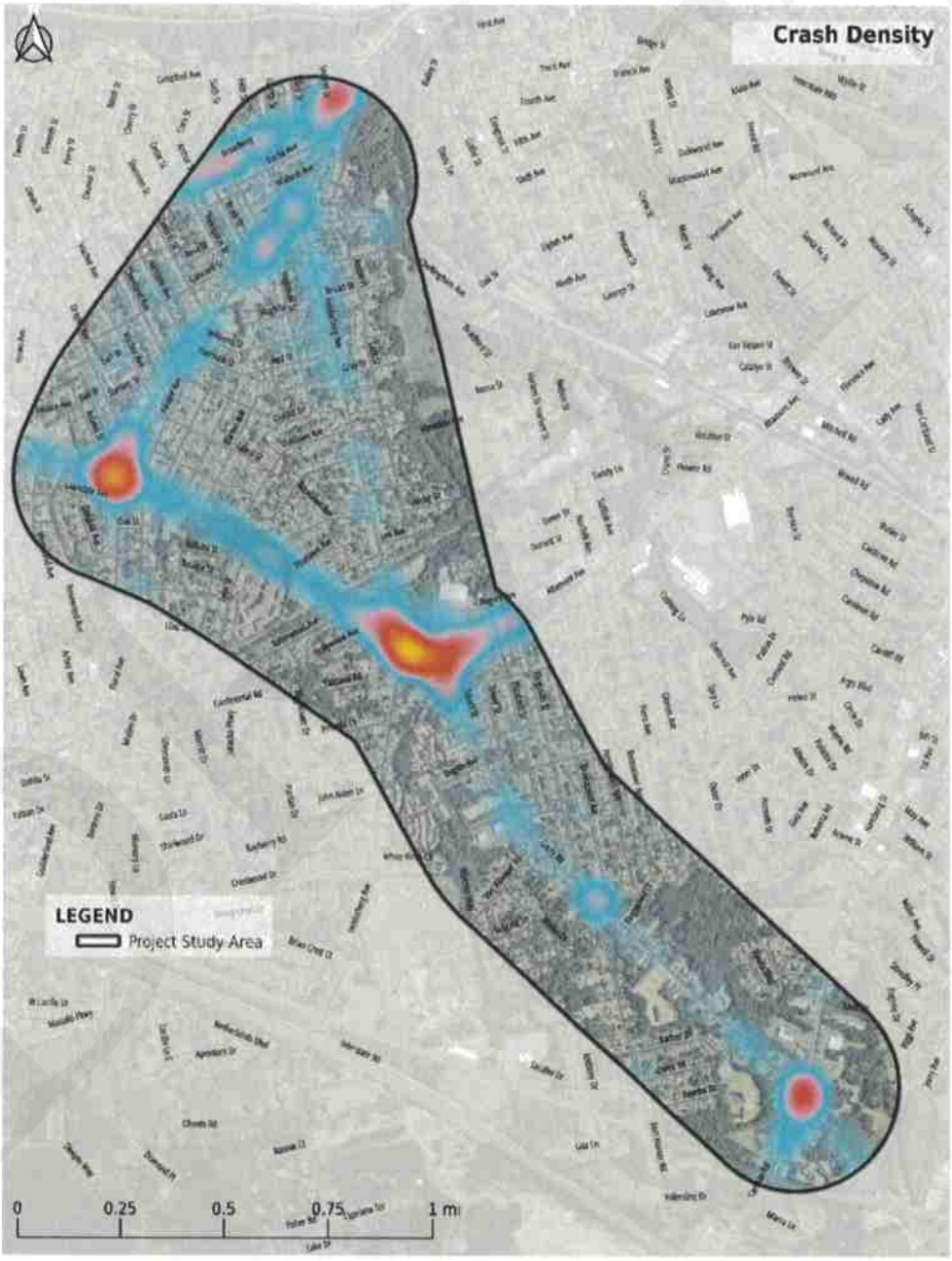
This intersection is a four-legged signalized intersection with one pedestrian crossing at the west leg of Curry Road. The east-west geometry for Curry Road (NYS Route 7) is properly aligned and does not pose any issues with sight distance or turning motions. The southbound approach for Greenpoint Ave is aligned perpendicularly to Curry Road while the northbound approach of Fort Hunter Road is heavily skewed, leading to observed conflicts between northbound left turns and southbound through traffic. It appears that vehicles traveling northbound on Fort Hunter Road believe that the left turn onto Curry Road has the right-of-way due to the skewed approach angle.



Figure 18: Curry Road and Fort Hunter Road Intersection (Source: Google Maps)

Crash Analysis

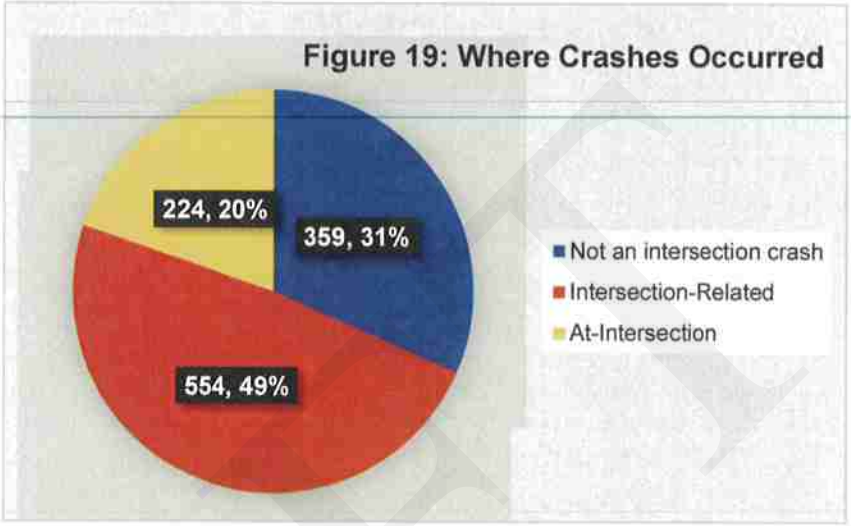
Crash data between 2018 and 2023 were analyzed within the study area. Over this 6-year period, 1,137 crashes were recorded. *Map 9: Crash Density* below indicates the areas with the highest density of crashes, which are primarily the major intersections within the study area. Those include the Curry Road intersections with Guilderland Avenue, Helderberg Avenue, Altamont Avenue, and Carman Road and Hamburg Street, and smaller hotspots on Guilderland Avenue at Helderberg Avenue and Hegeman Street and on Curry Road at Fort Hunter Road and Parklawn Avenue.



Map 9: Crash Density

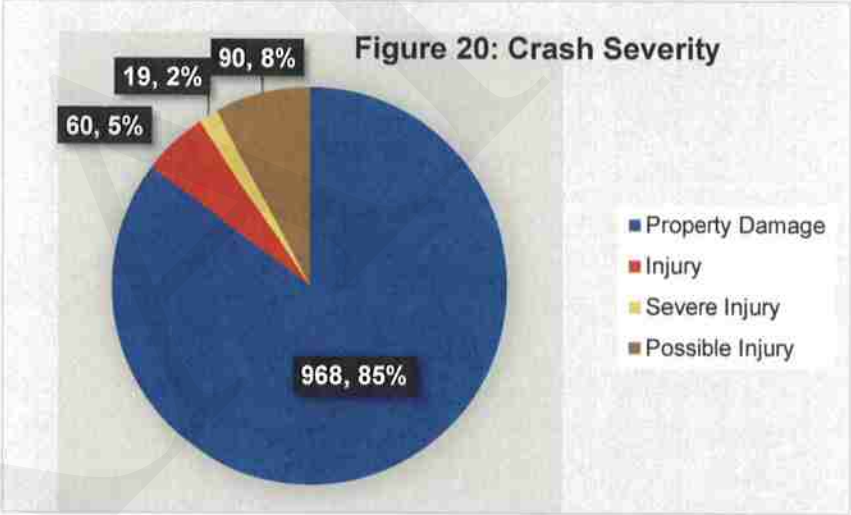
Where Crashes Occurred

As *Figure 19* indicates, 20% of crashes occurred at intersections, 49% were near and related to intersections, while 31% were not related to intersections.



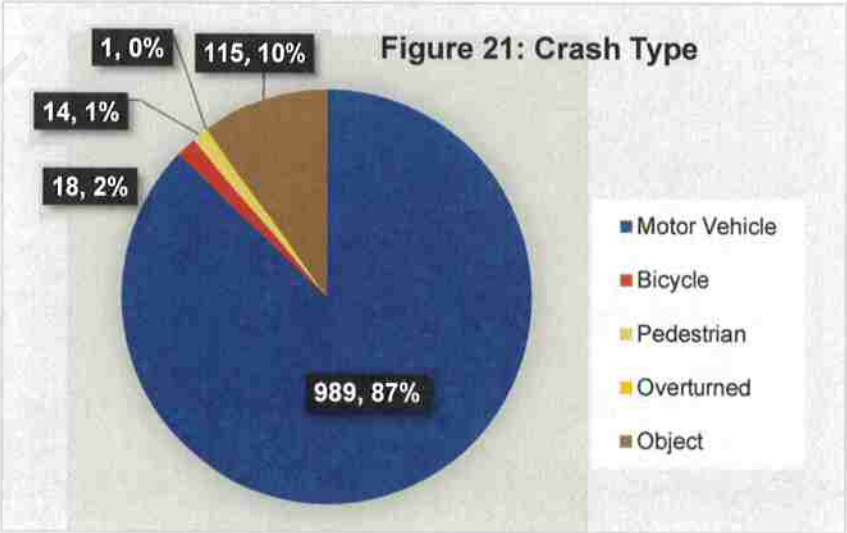
Crash Severity

As shown in *Figure 20*, the majority of crashes were minor, resulting in property damage. Possible to severe injury crashes occurred in 15% of all crashes within the study area. There were no fatal crashes in the study area between 2018 and 2023.



Crash Type

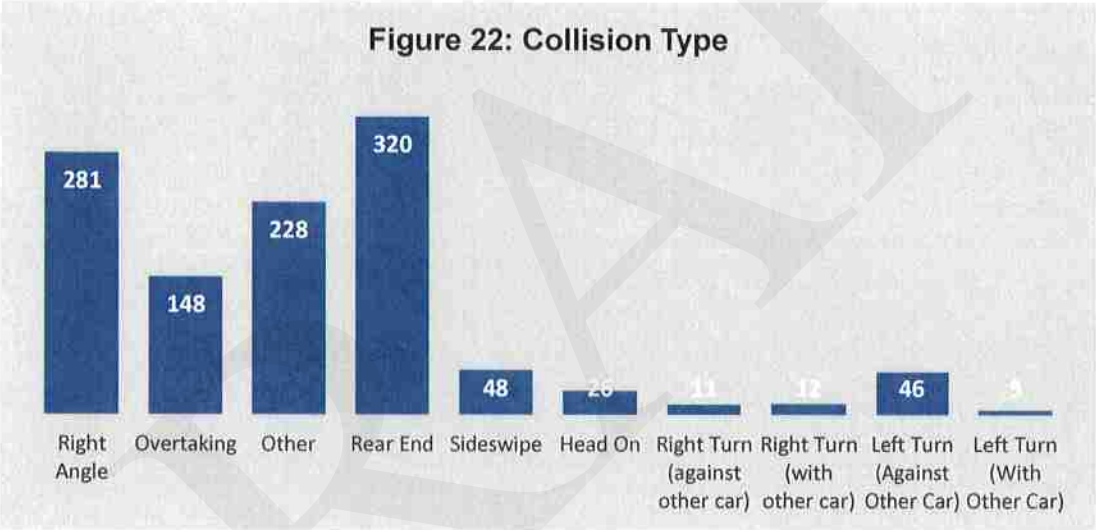
As shown in *Figure 21*, the majority were between two or more motor vehicles at 966 crashes (87%). One-hundred and fifteen crashes (10%) involved a motor vehicle hitting a fixed object, such as a fire hydrant or pole. Additionally, there were 14 crashes (1%) that involved a pedestrian and 18 (2%) that involved a bicyclist.



Collision Type

The types of collisions were also analyzed to understand what types of movements resulted in crashes, as shown in *Figure 22*. The highest number of crashes were rear-end or right angle crashes, followed by overtaking and unclassified crash types or "other." Speeding along certain segments of the corridor may play a small role for the right angle and rear-end collisions, but there is no documented issue with speeding along any of the corridors. These collisions are most likely caused by a combination of inattentiveness, large number of driveways and side roads, and no center turn lane. Vehicles may be rear-ended while braking or stopped in the travel lane to make left turns when other left-turning vehicles entering the roadway either misjudge or fail to see approaching vehicles, causing right angle collisions. The lack of center turn lanes may also contribute to the number of overtaking collisions as vehicles attempt to pass vehicles stopped in the travel lane.

Figure 22: Collision Type



DRAFT

Crash Analysis at Major Intersections

CURRY ROAD AND HELDERBERG AVENUE

At Curry Road and Helderberg Avenue, there were 51 crashes, 48 of which were collisions between motor vehicles (1 hydrant, 1 cyclist, 1 pedestrian). The cyclist suffered an injury, and the pedestrian was noted for having possibly been injured. In total, there were 4 injuries and 7 possible injuries at this intersection, half of which were due to right angles. Right angles are the most common collision type (22), followed by rear-end (11), and overtaking (8). This intersection has the highest intersection crash rate within the study area with 0.98 crashes per million entering vehicles (crashes/MEV). Non-intersection-related crashes are higher immediately surrounding this intersection, specifically along Curry Road, west of Helderberg Avenue.

GUILDERLAND AVENUE AND BROADWAY

At Guilderland Avenue/Broadway, there were 27 crashes at or related to the intersection. Twenty-four of those collisions were between motor vehicles, 1 was with a pedestrian, and the other 2 were with fixed objects. Twenty-four of the crashes merely resulted in property damage, while 3 were noted for injuries (1 possible, 1 injury, 1 serious injury). The serious injury involved a head-on collision. The most frequent collision types are rear-end (14), right angle (4) and overtaking (2). The intersection crash rate is 0.65 crashes/MEV.

CURRY ROAD AND ALTAMONT AVENUE

At Curry Road/Altamont Avenue, there were 48 crashes at or related to the intersection. Of those collisions, 46 were with motor vehicles, 1 was with a cyclist, and 1 was with a tree. Forty-four of the 48 collisions resulted only in property damage while 4 resulted in people being injured, one of whom was a cyclist. Three of the 4 injuries were caused in right angle collisions. The most frequent collision types are rear-end (14), overtaking (10), and right angle (10). The intersection crash rate is 0.89 crashes/MEV.

CURRY ROAD AND GUILDERLAND AVENUE

At Curry Road/Guilderland Avenue, there were 34 crashes at or related to the intersection, 7 of which resulted in injuries and 27 of which resulted in property damage. One of those injuries involved collision with a pedestrian; the remaining 33 crashes were all between motor vehicles. The most common collision types are rear-end (13), left turns (6), and overtaking (5). Half of the collisions from left turns resulted in injuries. The intersection crash rate is 0.65 crashes/MEV.

All intersections analyzed exceed statewide average crash rates for their respective types based on data from 2017-2019. A three-legged intersection, signalized, with left turn lanes and less than 5 lanes had an average crash rate of 0.32 crashes/MEV. A four-legged intersection, signalized, with left turns, had a crash rate of 0.26 crashes/MEV. See *Table 7-A: Intersection Crash Rates Compared to Statewide Average* for more detail on page 37.

Table 7-A: Intersection Crash Rates Compared to Statewide Average		
Intersection	Existing Crash Rate (crashes/MEV)	Statewide Average Crash Rate (crashes/MEV) (2017-2019)
Curry Road / Helderberg Ave	0.98	0.26
Guilderland Ave / Broadway	0.65	0.32
Curry Road / Altamont Ave	0.89	0.32
Curry Road / Guilderland Ave	0.65	0.26

Since NYSDOT's Highway Safety Improvement Program Procedures and Techniques were updated to identify sites with potential for safety improvement (i.e., sites worth investigating further), the study area was screened for "potential for safety improvements" (PSI) as the primary performance measure for network screening, which is based on a comparison of the site-specific safety performance to the statewide average (i.e., excess expected crash frequency). Crash Location and Engineering Analysis Repository (CLEAR) Safety system was utilized to run the screening with the focus crash type for statewide network screening as fatal and serious injury crashes. This empirical Bayes-based measure is considered more reliable than traditional crash frequency measures. However, because this method requires additional data such as roadway characteristics and traffic volumes in addition to the crash data, the PSI will not be available for every segment and intersection of the screened roadway network, as the additional data may not be available. In such cases, crash frequency may serve as a suitable performance measure for network screening.

For the study area, various new CLEAR Safety scenarios in addition to pre-screened scenarios have been used to report the PSI results in Table 7-B on page 38. One of the scenarios is NYSDOT's Region 1 annual screening. This scenario used fatal and serious injury crashes only for all facility types from 2020 to 2023. To report consistent results, new scenarios were initiated using local road names, local municipalities (City of Schenectady & Town of Rotterdam), and State Route 7 within the same time frame.

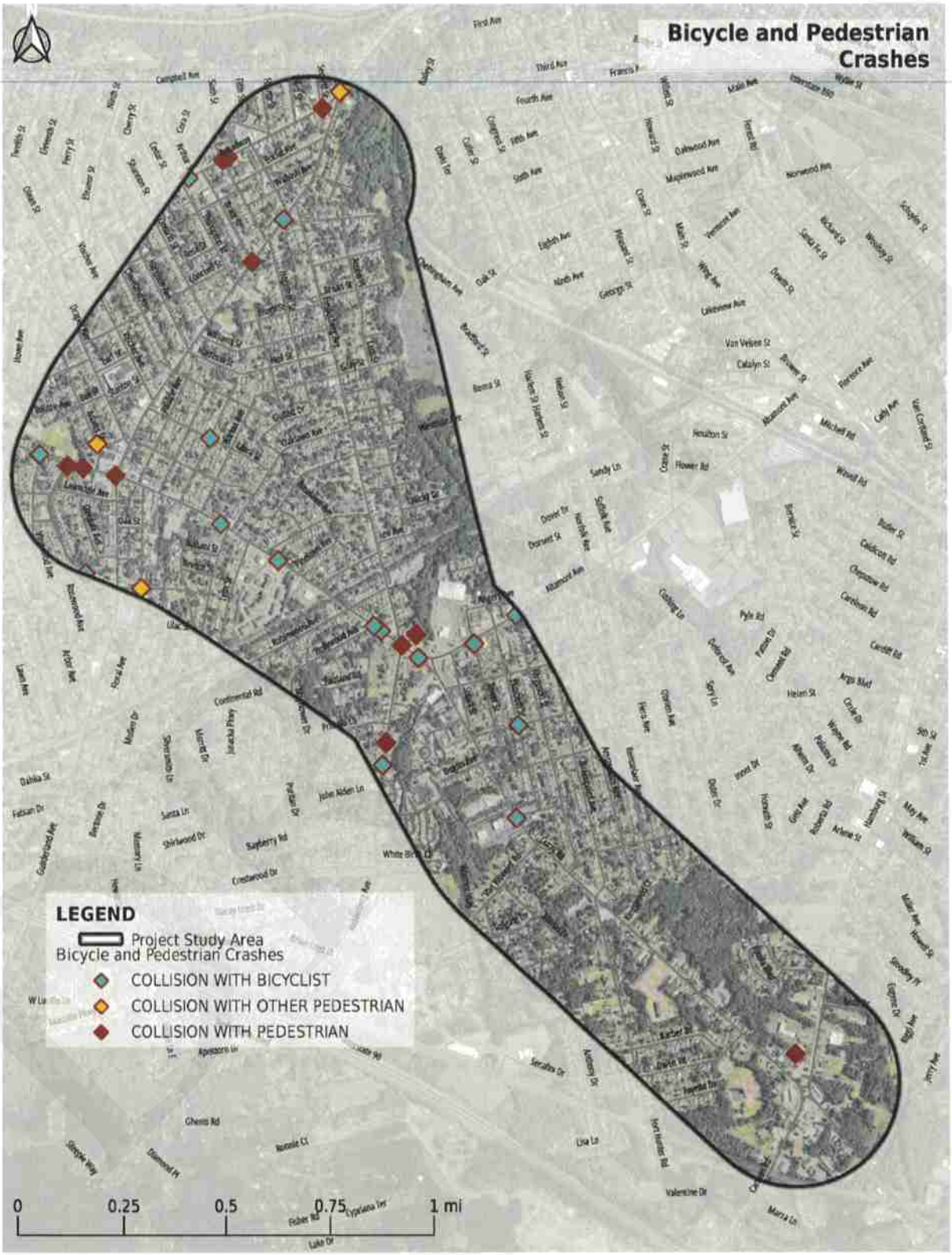
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Table 7-B: Reported Potential for Safety Improvements (PSI)	
Segment or Intersection	PSI (Fatal & Serious Injury)
Curry Road from Guilderland Avenue to Barton Avenue	0.018
Curry Road from Barton Avenue to Robinwood Avenue	0.019
Curry Road from Robinwood Avenue to Hollywood Avenue	0.010
Curry Road from Hollywood Avenue to Altamont Avenue	0.249
Guilderland Avenue from Broadway to Genesee Street	0.346
Intersection of Curry Road and Stuart Street	0.050
Intersection of Curry Road and Robinwood Avenue	0.048
Intersection of Helderberg Avenue and Robinwood Avenue	0.023
Intersection of Curry Road and Parklawn Avenue	0.030
Intersection of Curry Road and Oaklawn Avenue	0.029
Intersection of Guilderland Avenue and William Street	0.015

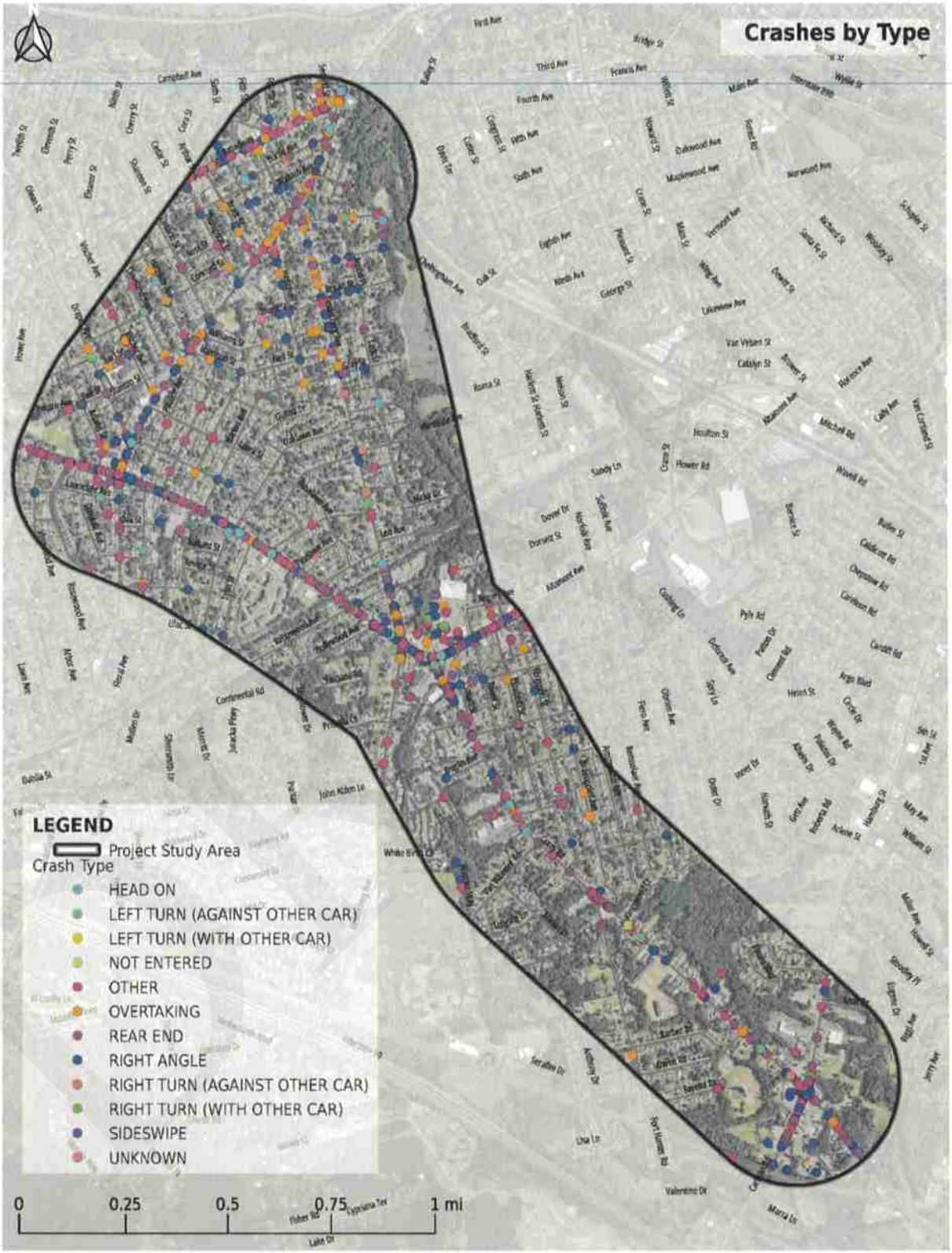
The PSI results in the available segment and intersections in CLEAR System appear to be low. However, the major intersections in the study area were not reported in CLEAR, which can be attributed to lack of roadway or traffic volume data. Per the NYSDOT Red Book, traditional crash frequency measures can still be used for the purpose of this study.

See the following pages for additional crash maps including bicycle and pedestrian crash locations (*Map 10: Bicycle and Pedestrian Crashes* on page 39) and crash locations organized by type (*Map 11: Crashes by Type* on page 40).

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Map 10: Bicycle and Pedestrian Crashes



Map 11: Crashes by Type

Environmental Justice

INTRODUCTION

Per federal requirements, the Capital Region Transportation Council (Transportation Council) undertakes an analysis of Environmental Justice in its metropolitan transportation planning process and planning initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, potentially negative, and neutral as described in the Transportation Council's Environmental Justice Analysis document, dated January 2023. The goal of this analysis is to ensure that the impacts of transportation planning conducted by the Transportation Council in partnership with its member agencies are fairly distributed and that defined Environmental Justice populations do not bear disproportionately high and adverse effects.

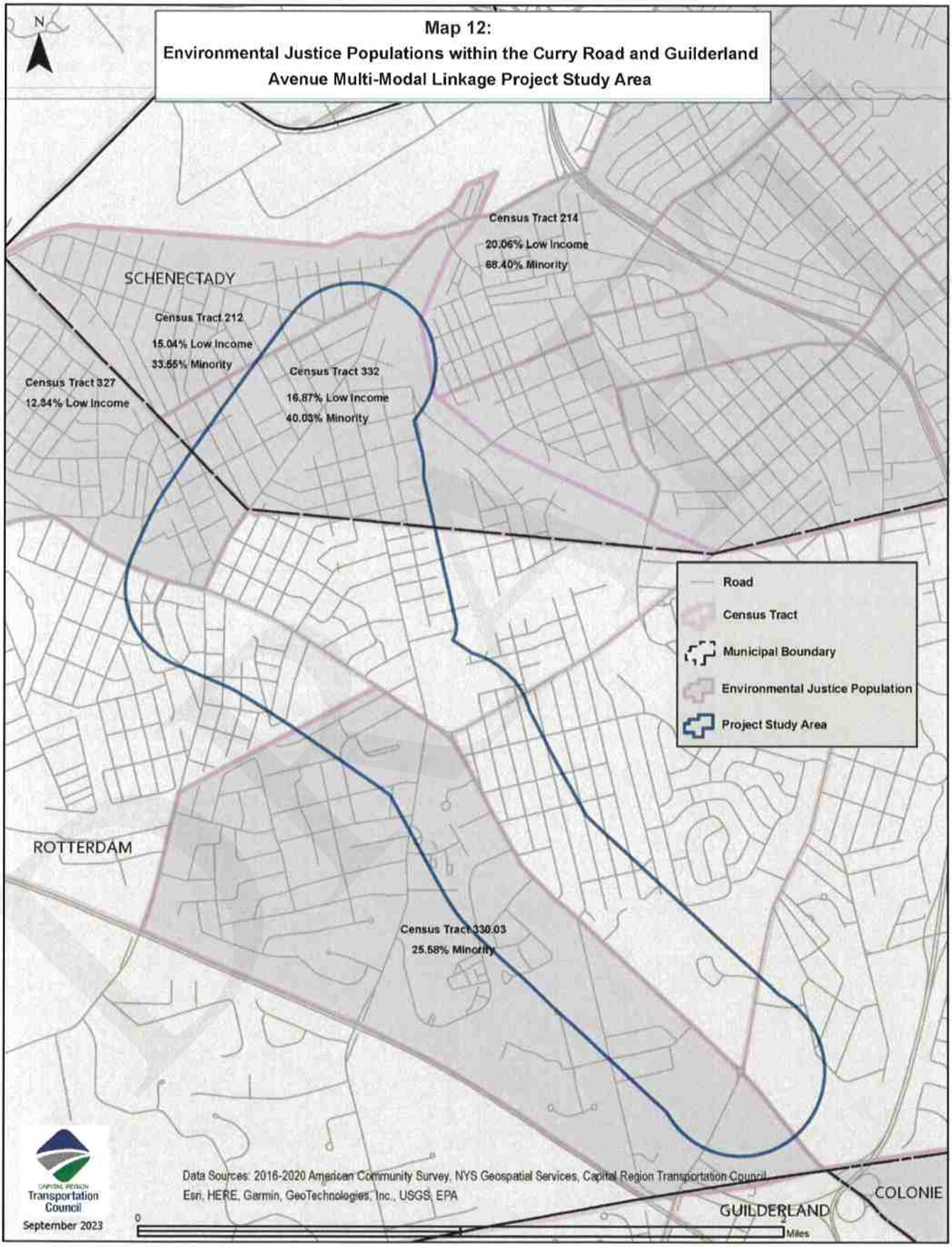
This goal has been set to:

- Ensure the Transportation Council's compliance with Title VI of the Civil Rights Act of 1964, which states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."
- Assist the United States Department of Transportation's agencies in complying with Executive Order 12898 stating, "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."
- Address FTA C 4702.1B TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, which includes requirements for MPOs.

DATA AND ANALYSIS

The Transportation Council staff created demographic parameters using data from the 2016-2020 American Community Survey (ACS). Threshold values were assigned at the census tract level to identify geographic areas with significant populations of minority or low-income persons. Tracts with higher than the regional percentage of 10.0% low-income or 21.8% minority residents are identified as Environmental Justice populations and shown in *Map 12: Environmental Justice Populations within the Curry Road and Guilderland Avenue Multi-Modal Linkage Project Study Area* on page 42.

Minority residents are defined as those who identify themselves as anything but white only, not Hispanic or Latino. Low-income residents are defined as those whose income falls below the federal poverty level.


N
Map 12:
Environmental Justice Populations within the Curry Road and Guilderland Avenue Multi-Modal Linkage Project Study Area
Census Tract 214
20.06% Low Income
68.40% Minority
SCHENECTADY
Census Tract 212
15.04% Low Income
33.55% Minority
Census Tract 327
12.34% Low Income
Census Tract 332
16.87% Low Income
40.03% Minority
Road
Census Tract
Municipal Boundary
Environmental Justice Population
Project Study Area
ROTTERDAM
Census Tract 330.03
25.58% Minority
COLONIE
GUILDERLAND
Capital Region Transportation Council
September 2023
Data Sources: 2016-2020 American Community Survey, NYS Geospatial Services, Capital Region Transportation Council, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA
0
2
Miles

The study area consists of Curry Road from the Guilderland Avenue intersection ("Four Corners") in the west to the roundabout with Hamburg Street and Carman Road in the east, Guilderland Avenue from Helderberg Avenue in the north to Four Corners in the south, and Helderberg Avenue from Guilderland Avenue in the north to Curry Road in the south. The study area is included in the Environmental Justice area based on four study area Census Tracts having higher than the regional percentage of both minority and low-income residents. For the purposes of demographic data, the study area for this project is defined as the following Schenectady County census tracts, which are also shown in *Map 13: Study Area Census Tracts* on page 45:

- Census Tract 212
- Census Tract 214
- Census Tract 215
- Census Tract 216
- Census Tract 327
- Census Tract 329.01
- Census Tract 329.02
- Census Tract 330.03
- Census Tract 330.04
- Census Tract 332
- Census Tract 333

These census tracts were chosen because they were either (at least) partly within the study area boundary or they shared similar density and boundary characteristics and had transportation connections to the study area. All census tracts overlapped with the study area boundary, aside from 215 and 216, which have similar development density to the other city of Schenectady census tracts and share a common boundary with Interstate 890.

The transportation patterns by race/ethnicity, income, age, sex, English ability, and disability status in the study area census tracts, as described above, are depicted in tables 8 through 12, using the commute to work as a proxy for all travel. Table 13 uses the Capital Region and City of Schenectady as the geography since disability data are not available from the 2018-2022 American Community Survey 5-year estimates at the census tract level. The greatest difference between the defined minority and non-minority population is in the "drive alone" and "transit" categories: Workers who are not white only, not Hispanic/Latino are 14% less likely to drive alone and 8% more likely to take transit and walk than all workers. The defined low-income population follows the same trend, with the low-income population 30% less likely to drive alone and 22% more likely to commute via transit.

Environmental justice populations were less likely to drive alone and more likely to walk, take public transit, or use another means to commute, as shown in *Table 8: Commute Mode by Race/Ethnicity* and in *Table 9: Commute Mode by Poverty Status*. People of color were more likely to carpool than average, but less likely to work at home. Conversely, low-income residents were less likely to carpool and more likely to work at home, compared to the study area as a whole. Data on commute mode for other demographic groups are included in tables 10 through 13 on pages 44-45.

Table 8: Commute Mode by Race/Ethnicity						
By Race/Ethnicity	Drive Alone	Carpool	Transit	Walk	Other	Work at Home
Study Area: All Workers (16+)	74.3%	10.9%	3.8%	0.8%	1.6%	8.7%
White Alone, Not Hispanic or Latino	78.3%	8.8%	1.6%	0.4%	0.6%	10.3%
People of Color	**64.1%**	**16.0%**	**9.3%**	**1.8%**	**4.1%**	**4.7%**

Table 9: Commute Mode by Poverty Status						
By Poverty Status	Drive Alone	Carpool	Transit	Walk	Other	Work at Home
At/Above 100% Poverty Level	75.7%	11.0%	2.7%	0.7%	1.5%	8.4%
Below 100% Poverty Level	**45.8%**	**8.2%**	**25.2%**	**3.3%**	**2.7%**	**14.9%**

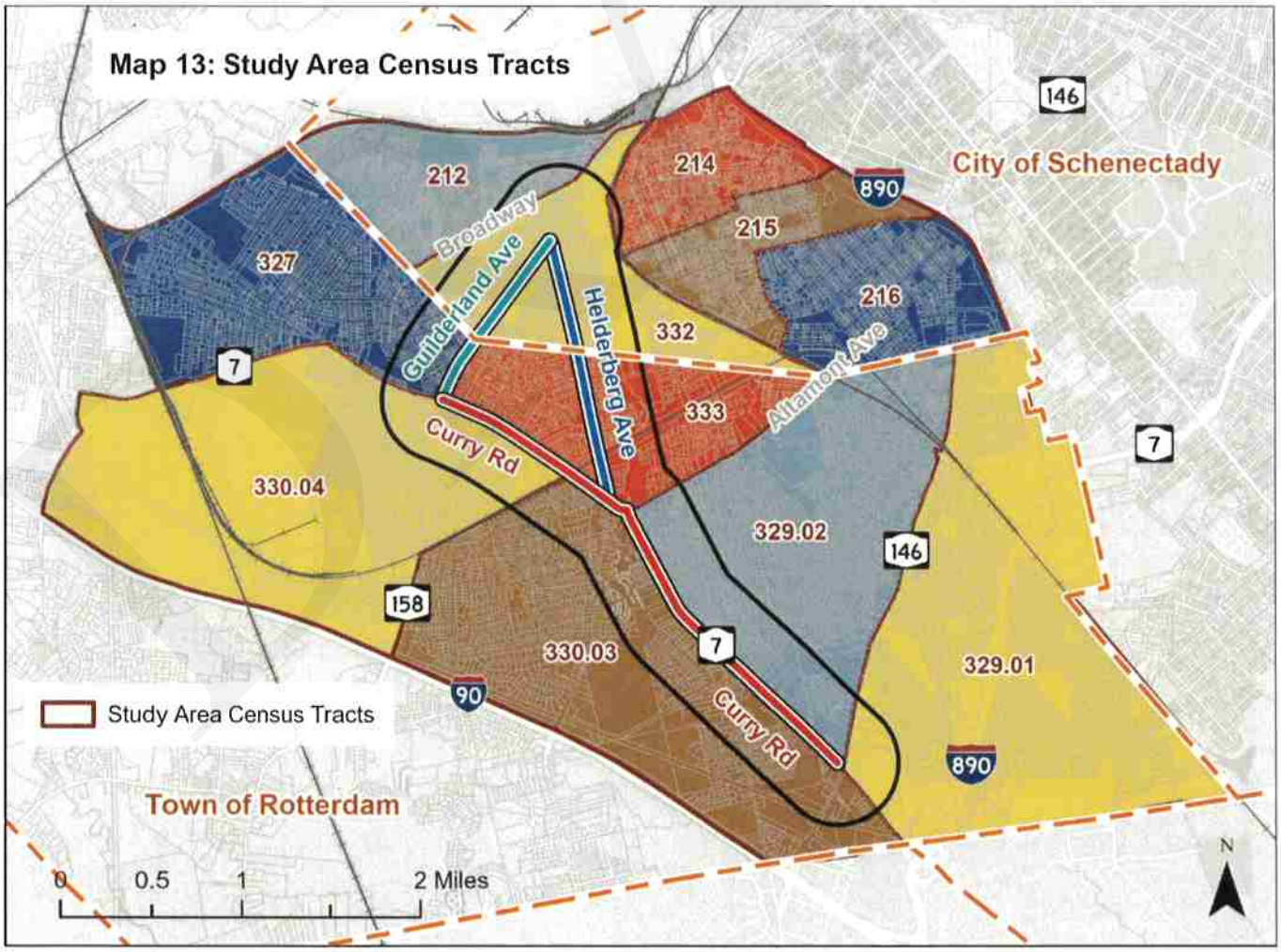
Table 10: Commute Mode by Age						
By Age	Drive Alone	Carpool	Transit	Walk	Other	Work at Home
16-19 years	**67.9%**	**18.7%**	**0.0%**	**0.0%**	**7.3%**	**6.0%**
20-64 years	74.4%	10.9%	4.0%	0.7%	1.5%	8.5%
65+ years	76.9%	5.2%	3.2%	1.8%	0.0%	13.0%

Table 11: Commute Mode by Sex						
By Sex	Drive Alone	Carpool	Transit	Walk	Other	Work at Home
Male	76.9%	10.5%	4.0%	0.9%	1.9%	5.8%
Female	71.8%	11.3%	3.5%	0.7%	1.3%	11.4%

Table 12: Commute Mode by English Ability						
By English Ability	Drive Alone	Carpool	Transit	Walk	Other	Work at Home
Speak English Very Well	74.1%	10.8%	3.8%	0.8%	1.6%	8.8%
Speak English Less than Very Well	85.7%	14.3%	0.0%	0.0%	0.0%	0.0%

Table 13: Commute Mode by Disability Status*						
By Disability Status	Drive Alone	Carpool	Transit	Walk	Other	Work at Home
Capital Region						
Without a Disability	74.0%	7.4%	2.8%	3.1%	1.0%	11.8%
With a Disability	63.4%	10.7%	7.0%	3.6%	2.8%	12.5%
City of Schenectady						
Without a Disability	67.7%	9.9%	7.4%	5.8%	1.9%	7.1%
With a Disability	56.4%	6.5%	20.6%	3.8%	3.4%	9.3%

*Disability data for commutes are not available from the 2018-2022 American Community Survey 5-year estimates at the census tract level. Capital Region and City of Schenectady data were used as proxies. All data analyzed come from 2018-2022 American Community Survey 5-year estimates, tables B02001, B03003, B08006, B08101, B08113, B08122, and S1810.



Consideration for including minority and low-income populations in the planning process was given in the following ways:

- The internet was used to display and advertise information about the study.
- Public meetings and outreach were held in locations and facilities convenient to EJ populations, including the Rotterdam Town Hall, the Hamburg Street sidewalk, and Van Corlaer Elementary School.
- Public meetings and outreach were held during non-traditional hours to accommodate EJ populations. Public meetings were held in the evenings, and staff attended pre-existing community events to gather input.
- Activities for children were provided during the public meetings.
- Social media was used to provide information and input opportunities.
- Two formal public participation opportunities (public workshop and final public meeting) were provided.
- Public comments were accepted throughout the study process.
- Final products will be posted to the Transportation Council's website and the Town of Rotterdam's website, with notifications on social media.

Limited English Proficiency

INTRODUCTION

Inclusive public participation is a priority consideration in the Transportation Council-sponsored plans, studies, and programs. Understanding and involvement are encouraged throughout the process. The Transportation Council encourages input from all stakeholders and ensures that all segments of the population, including those who do not speak English as their primary language and who have a limited ability to speak, read, write, or understand English, have the opportunity to be involved in the transportation planning process.

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (LEP) was signed in 2000 to improve access to federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. To ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI of the Civil Rights Act of 1964, recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

DATA AND ANALYSIS

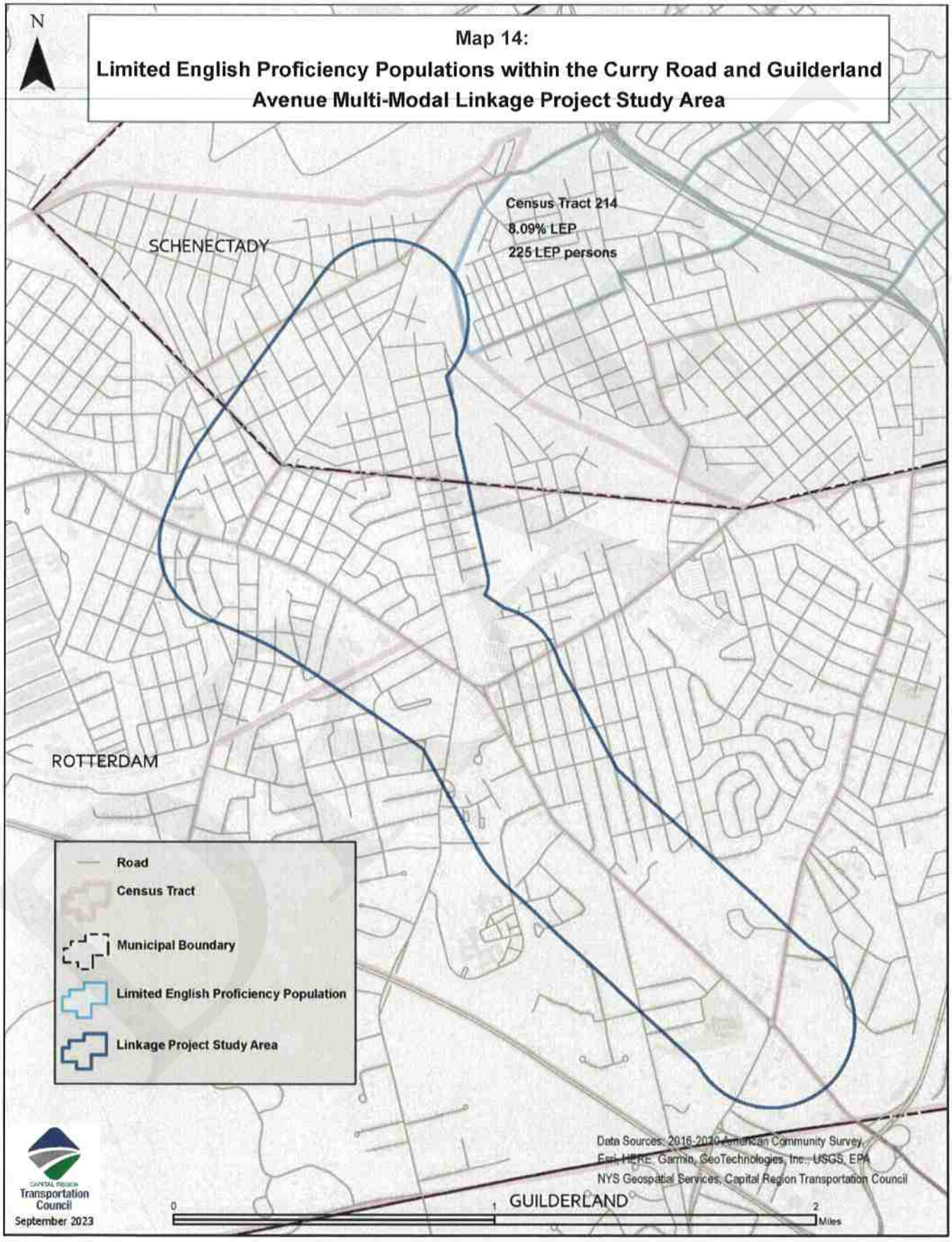
According to 2016-2020 data from the American Community Survey (ACS), 3.4 percent of the region's population 5 years of age and older, or over 25,000 people, reported that they do not speak English "very well". USDOT guidance stipulates that recipients should provide written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000

persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered. Thus, any census tract with a rate of 5% or higher of LEP persons or 1,000 LEP persons are identified as LEP census tracts.

Map 14: Limited English Proficiency Populations on page 48 provides an overview of the Curry Road and Guilderland Avenue study area. This study area is included in the Limited English Proficiency area based on Census Tract 214 having about 8% (225) limited English proficient residents. Based on US Census data (American Community Survey 2016-2020 5-year table S1601) about 6.7% of residents five years and over in census tract 214 speak Spanish at home and speak English less than very well. While the edge of this census tract is in the study area, it is separated from it by significant grades and an active rail line, with the closest connections at the Oak Street bridge and at Congress Street to Broadway in the City of Schenectady. These areas are both outside of the study area.

Consideration for including Limited English Proficiency populations in the planning process was given by the use of Language Identification Flashcards to identify an LEP individuals' primary language at public meetings held for the project. Staff encountered zero individuals requesting information or to provide input in a language other than English.

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Map 14:
Limited English Proficiency Populations within the Curry Road and Guilderland Avenue Multi-Modal Linkage Project Study Area
Census Tract 214
8.09% LEP
225 LEP persons
SCHENECTADY
ROTTERDAM
GUILDERLAND
Road
Census Tract
Municipal Boundary
Limited English Proficiency Population
Linkage Project Study Area
Data Sources: 2016-2020 American Community Survey,
Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA,
NYS Geospatial Services, Capital Region Transportation Council
Transportation Council
September 2023
0
1
2
Miles

CONCLUSION

As the primary purpose of the Curry Road and Guilderland Avenue Multi-Modal Study is to improve safe access for users of all ages and abilities along and/or nearby Curry Road, Guilderland Avenue, and Helderberg Avenue, which includes neighborhoods with Environmental Justice populations, it has been determined that the Study will have a positive impact on the affected populations. This study makes recommendations for improved bicycle and pedestrian infrastructure, streetscape enhancements, transit improvements, and improved transportation connections to parks and school facilities which, if implemented, will provide positive benefits for Environmental Justice populations in the study area.

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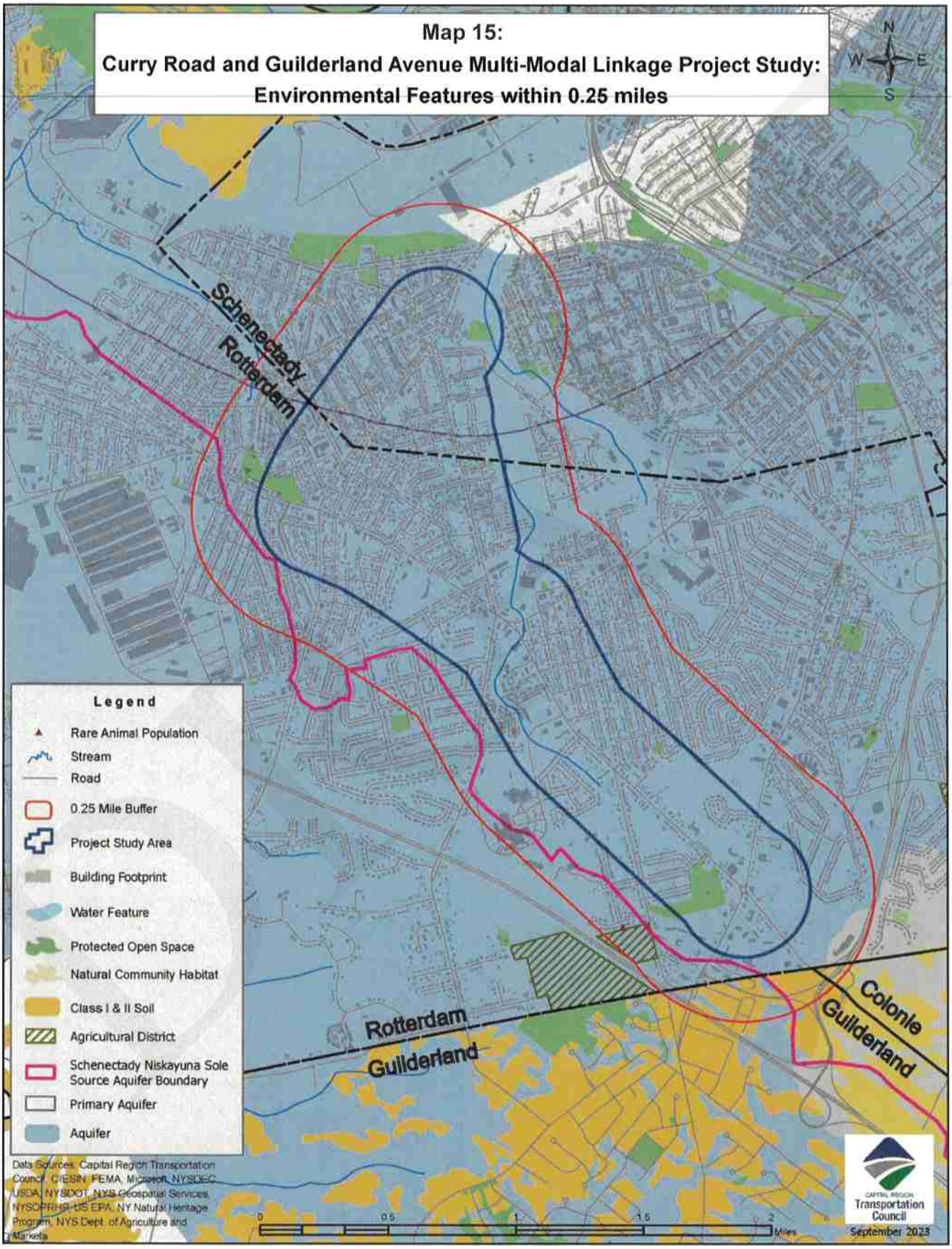
Environmental Mitigation

The project team analyzed environmental resources in the study area to see if changes to the Study Roads would have any negative impact on those resources. The environmental resources include:

- 1% annual floodplains
- 0.2% annual floodplains
- Agricultural districts
- Aquifers
- Class I & II soils
- County preserves
- Federal parks and lands
- Important areas: aquatic
- Important areas: bats foraging
- Important areas: coldwater stream habitat
- Important areas: diadromous fishes
- Important areas: natural communities
- Important areas: plants
- Important areas: terrestrial
- Important areas: wetlands
- Land trust sites
- Municipal parks and lands
- National historic register districts, sites, and properties
- Natural heritage communities
- New York State protected lands
- DEC lands
- Rare animal and plant populations
- Significant natural communities
- State historic sites
- State parks and lands
- State unique areas
- State wildlife management areas
- Unique geological features
- Water features
- Watersheds
- Wetlands

An overview of the environmentally sensitive features within the Curry Road and Guilderland Avenue Multi-Modal Study, including both cultural and natural features, can be seen in *Map 15: Environmental Features within 0.25 miles* on page 51.

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Map 15:
Curry Road and Guilderland Avenue Multi-Modal Linkage Project Study:
Environmental Features within 0.25 miles
N
W
E
S
Schenectady
Rotterdam
Rotterdam
Guilderland
Colonie
Guilderland
Legend
Rare Animal Population
Stream
Road
0.25 Mile Buffer
Project Study Area
Building Footprint
Water Feature
Protected Open Space
Natural Community Habitat
Class I & II Soil
Agricultural District
Schenectady Niskayuna Sole Source Aquifer Boundary
Primary Aquifer
Aquifer
Data Sources: Capital Region Transportation Council, CIESIN, FEMA, Microsoft, NYSDEC, USDA, NYSDOT, NYS Geospatial Services, NYSOPRHP, US EPA, NY Natural Heritage Program, NYS Dept. of Agriculture and Markets
0
0.5
1
1.5
2
Miles
Capital Region Transportation Council
September 2023

Of the environmental resources analyzed, only 1% annual floodplains, aquifers, important areas: terrestrial, municipal parks and lands, rare animal populations, water features, and watersheds are present within the study area. A quick description of each can be found below:

- A small portion of 1% annual floodplain at the northeast periphery of the study area is present, but does not cross any of the Study Roads.
- There are three aquifers present within the study area, according to NYSDEC.
- Just south of Eunice O. Esposito Park is one terrestrial important area (ID: 618), according to NYSDEC.
- Eunice O. Esposito Park, Fiero Park, and Memorial Park are the parks owned by the Town of Rotterdam within the study area.
- There is a small area near the southern end of the study area which is listed as being "in the vicinity of Animals Listed as Endangered or Threatened," according to NYSDEC.
- There are one or two unnamed tributaries to the Mohawk River and one (potentially human-made) pond within the study area. One of the tributaries flows under Curry Road near the Altamont Avenue intersection.
- The majority of the study area is within the Alplaus Kill-Mohawk River Watershed, with the majority of this portion within the Poentic Kill-Mohawk River Subwatershed and a small portion within the Stony Creek-Mohawk River Subwatershed. The remainder of the study area is drained by the Normans Kill Watershed.

In general, any proposed project on the Study Roads to implement the recommendations from this study should have little to no negative impact on natural resources in the study area. There are no expected impacts to municipal parks, terrestrial important areas, or areas in the vicinity of endangered or threatened animals. Minor sediment impacts to the stream beneath Curry Road may occur during road construction.

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4. Community & Stakeholder Engagement

Overview

The project team conducted two input events and one general public event (public workshop) over the course of this study with the aim of soliciting feedback on how the public uses the Study Roads and the issues that currently exist on them.

Input Event #1: Carnival on Hamburg Street

The Carnival on Hamburg Street took place on Saturday, May 4, 2024, from 12 p.m. to 4 p.m. Events took place from the roundabout with Curry Road and Carman Road to the bridge over the railroad tracks near Caldicott Road. Businesses and organizations throughout the corridor participated in the event by hosting carnival style games on their properties.



Figure 23: Carnival on Hamburg Street

The project team was set up at a table outside the Rotterdam Senior Citizens' Center. Materials used at this input event included a large, 36" x 48" map of the study area, print surveys for the public to fill out, and informational flyers with QR codes that led to the project website, survey, and email list.

Of the 30 flyers printed, all were distributed to passersby by the project team, who explained the purpose of the study and heard initial concerns from members of the public. Many people indicated a desire for better pedestrian infrastructure, such as crosswalks, especially around parks and schools. Another important topic was dissatisfaction with the recently reconfigured Curry/Helderberg intersection. Many voiced concerns about the intersection's safety with drivers who are used to the previous configuration.

Despite the 30 flyers handed out, only three people submitted survey responses on the online survey.

Input Event #2: Moving Up Day at Van Corlaer Elementary School

"Moving Up Day" is an event where fifth-grade students at Van Corlaer Elementary "move up" or graduate from elementary school at the end of the school year. The event took place on Friday, June 21, 2024, from 9:30 a.m. to 10:30 a.m., in the school's outdoor recreation space. The programming for the event included refreshments for parents who arrived before the 10:00 a.m.

performance by the "moving up" fifth-graders. A handful of other organizations related to the school had tables set up in the shade.

The project team was set up at a table near the refreshments. Materials used at this event included business card-sized QR code slips and updated flyers, both of which included QR codes to the project website and the information for the public workshop to be held on Tuesday, July 23, 2024. Additionally, large QR codes leading to the project website, survey, and email list were taped to the table.



Figure 24: Moving Up Day at Van Corlaer Elementary School

The project team was able to hand out a handful of QR codes and talk with some parents. A DJ was at the event and made an announcement about the project team's presence and encouraged attendees to check out the table. At the end of the event, the project team handed a stack of QR codes and flyers to one of the teachers who distributed them to other teachers, as well as a stack to be placed in the school office which would be distributed to parents over the last few days of the school year.

Public Workshop

The public workshop was the main public engagement event of this project before the draft recommendations were developed. Participants were encouraged to attend in order to see potential streetscape ideas and to voice their opinions on the future of Curry Road, Guilderland Avenue, and Helderberg Avenue. The event took place on Tuesday, July 23, 2024, from 6 p.m. to 7:30 p.m., at Rotterdam Town Hall. The public engagement activities are listed in the following subsections.

INFORMATIONAL BOARDS

Informational boards were provided to give context about the project to workshop participants. On the left was a board with the project vision statement and objectives, as well as a land acknowledgment provided by the Stockbridge-Munsee Community for use throughout their ancestral

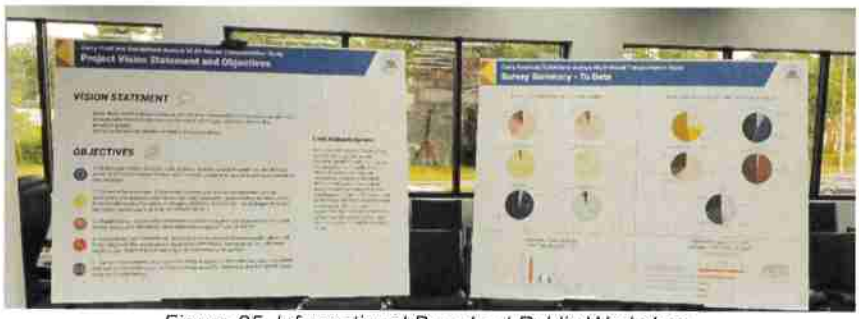


Figure 25: Informational Boards at Public Workshop

homelands. On the right was a board with a summary of survey responses to date. This board contained pie and bar charts summarizing the responses to questions relating to how respondents currently (and how they would prefer to) travel the Study Roads, what keeps them from using their preferred mode, and what kinds of trips they take on the Study Roads.

INTERACTIVE BOARDS

Interactive boards with streetscape improvement elements related to pedestrians, bicyclists, corridor greening, traffic calming, intersections, and transit were provided to receive feedback from participants. Upon entering the room, participants were given a triangular and a circular set of stickers and were instructed to place the triangles next to elements that they would like to see implemented ("yes") and circles next to ones they did not want to see implemented ("no"). The raw results from the board are presented in *Table 14: Sticker Board Results* below.

Table 14: Sticker Board Results

Pedestrian Improvements	Yes	No
Raised crossings	3	3
Improved sidewalks	14	0
Curb extensions	6	3
Rectangular rapid flashing beacons (RRFBs)	8	0
High visibility crossings	13	0
Shared use paths	6	4
Bicycle Improvements	**Yes**	**No**
Bike lanes	6	2
Shared use paths	8	4
Bike boxes	3	5
Corridor Greening	**Yes**	**No**
Trees	9	3
Shrubs/grasses	1	7
Pollinator gardens	10	2
Traffic Calming	**Yes**	**No**
Chicanes	6	3
Medians	6	5
Speed humps on local roadways	3	9
Intersections	**Yes**	**No**
Roundabouts	16	1
Mini roundabouts/neighborhood traffic circles	6	6
Improved signal timing	14	0
Transit Improvements	**Yes**	**No**
Bus shelters	6	3
Benches	6	1
Trash cans	9	1



Figure 26: Workshop Participants Interact with Sticker Boards

As shown in *Table 14*, participants expressed the most enthusiasm for roundabouts, improved signal timing, improved sidewalks, and high visibility crossings. On the other hand, participants did not prefer streetscape elements such as speed humps on local roadways, shrubs and grasses, and bike boxes. High-quality scans of each board can be found in *Appendix C: Sticker Board Results*.

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ROLLOUT MAP

A large, 3-foot-by-6-foot aerial map of the study area was placed on a table to receive geographically specific feedback from workshop participants. The project team provided pens and sticky notes in the shape of thought and dialogue bubbles so that participants could write their feedback and place it near a specific location that they had in mind.

Participants generally asked for roundabouts at major intersections, new sidewalks where they do not currently exist, better crosswalks in general and specifically near parks, and corridor vegetation. A high-quality scan of the comments can be found in *Appendix D: Rollout Map Results.*

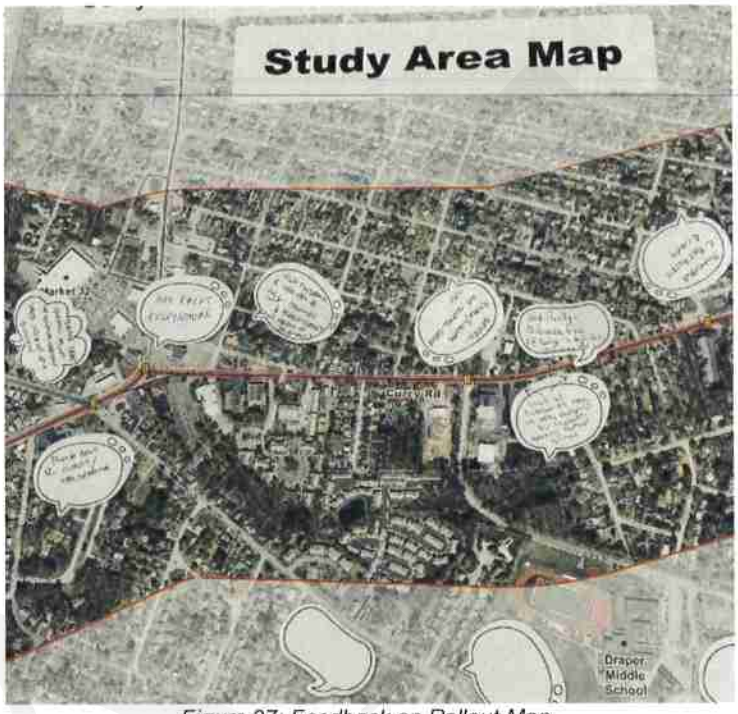


Figure 27: Feedback on Rollout Map



Figure 28: Workshop Participants Interact with Rollout Map and the Project Team

MISCELLANEOUS

Comment cards were provided for participants to cover any feedback not captured by the interactive boards or the rollout map. These cards were placed on a large table with pens for participants to fill out if they wanted. High-quality scans of the completed comment cards can be found in *Appendix E: Comment Card Results*.

Large QR codes were taped around the room leading participants to the project website where they could learn more about the project, take the survey, or join the email list.

Additionally, coloring sheets with crayons and colored pencils were provided for the children of any workshop participants and placed on a table.



Figure 29: Materials for Children and Large QR Code on Post

Public Survey

The public survey was conducted online through ESRI's ArcGIS Survey123 platform over a period of approximately three and a half months (early May through mid-August) and received 404 responses. The purpose of this survey was to ask respondents questions regarding their current mode of travel, preferred mode of travel, and current types of trips along the Study Roads, as well as soliciting any feedback on the project vision statement and objectives. Questions 1 through 5 (i.e., those related to current or preferred usage of the Study Roads) were required, while the rest of the questions (6 through 9) were optional. At the end of the survey were a few optional demographic questions used to measure how representative the respondents were compared to the study area community at large.

DEMOGRAPHICS

Respondents were asked where they lived (mandatory) and what their gender, age, disability status, household income, and race/ethnicity were (optional). Question 1 (*Where do you live?*) was multiple choice, where the potential responses were the Four Corners area, defined as the vicinity of Curry Rd and Guilderland Ave (31%), the Bellevue Neighborhood (8%), elsewhere in the town of

Rotterdam (53%), elsewhere in the city of Schenectady (2%), elsewhere in Schenectady County (2%), or other (4%).

Data from the optional demographic questions were compared to American Community Survey 2018-2022 5-year estimates to determine how representative this survey's respondents were of the immediate area's population. In general, people aged 30 to 74 years old, women, people without a disability, people in households earning over $75,000 per year, people who are not Hispanic or Latino, and people identifying as White were overrepresented. All other groups were either approximately correctly represented (Native American and Native Hawaiian/Pacific Islander) or underrepresented.

The percentages of people identifying in a particular group in the Study Area census tracts were subtracted from the survey data for the same demographic category to give a scale of how represented each category was, as a percentage. The three most overrepresented categories were White (+25.2%), household income of $150,000 or more per year (+12.0%), and women (+9.8%). The three most underrepresented categories in the survey were household income less than $35,000 per year (-19.4%), men (-10.6%), and Black (-10.5%).

For a full breakdown of demographic data and representativeness, please see *Appendix F: Public Survey Demographic Data*.

RESPONSES

Some key insights from the survey are as follows:

- The vast majority (98%) of respondents currently travel by private car, followed by approximately 40% who walk at some frequency and approximately 25% who bike at some frequency.
- The vast majority of respondents take recreational/social trips (98%) or run errands (99%) on the Study Roads. Approximately 80% commute along them, and approximately 40% take themselves or their children to school along Study Roads as well.
- The vast majority (93%) of respondents still want to use private cars to travel the Study Roads, while a sizeable number of respondents would prefer to walk (25%) or bike (~20%).
- The most commonly cited reasons that respondents do not travel using their preferred mode, if different from their current travel mode, are that there are no dedicated facilities that currently exist for that mode (28%) and that it feels too dangerous to use that mode (23%).

In the open-ended questions 7 (*Do you have any comments or thoughts on the vision statement for this study?*) and 9 (*Do you have any other comments or thoughts you would like to share about this project or any of the Study Roads?*), responses generally pertained to walking/pedestrian infrastructure, biking/bike infrastructure, public transit, safety/danger, congestion, and traffic patterns/roundabouts.

- Walking/pedestrian infrastructure was the largest theme in responses to Question 7 (41%) and a moderate theme in response to Question 9 (24.3%). Respondents were

overwhelmingly supportive of adding pedestrian infrastructure and talked about how unsafe it feels to currently be a pedestrian along the Study Roads.

- Biking/bicycle infrastructure was a small theme in responses to Question 7 (19%) and Question 9 (12%). Respondents were generally supportive of adding bicycle infrastructure and talked about how unsafe it feels to currently cycle along the Study Roads.
- Public transit was the smallest theme in responses to Question 7 (6%) and Question 9 (9%). Respondents were mixed on the presence of potentially increased transit service along the Study Roads.
- Safety/danger was a large theme in responses to Question 7 (31%) and Question 9 (31%). Respondents mentioned feeling unsafe while walking and biking, witnessing drivers speeding, and while navigating intersections, specifically Curry Road at Helderberg Avenue.
- Congestion was a moderate theme in responses to Question 7 (22%) and Question 9 (22%). Respondents expressed frustration with perceived increasing congestion due to multifamily development. Many respondents noted bottlenecking associated with the Curry Road and Helderberg Avenue intersection and backups associated with drivers making left turns.
- Traffic patterns/roundabouts were a moderate theme in responses to Question 7 (25.7%) and the largest theme in responses to Question 9 (39.3%). Respondents were overwhelmingly dissatisfied with recent signal phasing changes to the Curry Road and Helderberg Avenue intersection. Respondents also were generally supportive of adding roundabouts to intersections, specifically on Curry Road at Guilderland Avenue, Helderberg Avenue, and Altamont Avenue.

Other Public Comments

Additional public comment was received via email from Rev. Dustin G. Longmire, pastor and executive director of Messiah Lutheran Church at 2850 Guilderland Avenue. He and his congregation voiced support for sidewalks in the Four Corners neighborhood, improved left-turn signals at Curry Road and Guilderland Avenue in the short-term, and a roundabout in the long-term. Rev. Longmire also attached the final draft of the Rotterdam Community Needs Assessment, which was a study conducted with Siena College and the Schenectady Foundation to develop a comprehensive strategic plan for the Rotterdam Community Center. This assessment strongly supports the need for sidewalks in the Four Corners neighborhood.

Rev. Longmire's full email and final draft of the Rotterdam Community Needs Assessment can be found in *Appendix G: Other Public Comments*.

5. Design Recommendations

Balancing Multimodal Needs

Designing complete streets, such as the ones included in this study, involves balancing many different multimodal needs while working within the framework of a limited right-of-way and existing buildings and infrastructure. The design recommendations prepared for these corridors aim to address conditions within the existing right-of-way (with limited impacts to private property), such as aggressive driving, and conflicts between vehicular traffic and other forms of mobility, including walking, biking, and public transit. The recommendations are based on the existing conditions, public input, and goals and priorities that have been developed during this study with coordination between the Town of Rotterdam, City of Schenectady, the Transportation Council, Schenectady County, NYSDOT, JMT, and Verity as the planning and engineering consultant team.

TRAFFIC CALMING

"Road diets" are a traffic calming measure that narrows the overall drivable width of a roadway to slow traffic down. Drivers tend to drive faster when they do not perceive any potential obstacles in their way. Conversely, drivers tend to drive more cautiously in areas with more perceived potential conflicts with other road users or with narrower operating spaces.

Road diets include important improvements for non-motorized road users. Pedestrian crossings are shorter, since the distance to cross the street has been reduced, and more comfortable due to slower vehicle speeds. Narrower lanes and slower speeds also make it more comfortable for bicyclists to ride in traffic.

Road diets often are more costly and take a longer time to implement. In the short term, traffic calming can also be achieved by creating curb extensions, speed management medians, pedestrian crosswalks with RRFBs, etc. These types of treatments help to slow traffic down as drivers must maneuver around the objects. They are often easier to implement while waiting for larger funding opportunities for capital project items. This study explores traffic calming measures for both the short-term and the long-term along the various project corridors.



Figure 30: Speed Management Medians
Image Source: NACTO



Figure 31: Rectangular Rapid Flashing Beacons (RRFB)
Image Source: JMT

ACCESS MANAGEMENT

Access management strategies, such as commercial and residential design standards, should be considered for new and redevelopment projects. NYSDOT publishes driveway design standards (Standard Sheet 608-03) which should be used as the basis of driveway designs. In addition, sidewalks should be continued across driveways, and interior roadway and pedestrian access connections should be considered when developing commercial areas.



Figure 32: Example of Poor Access Management in the Study Area
Image Source: JMT

DRAFT

PRIORITIZING PEDESTRIANS NEAR SCHOOLS AND COMMERCIAL AREAS

To prioritize the needs of pedestrians near schools, parks, and commercial areas, this study recommends adding continuous sidewalks on both sides of the road for each of the Study Roads. Dedicated pedestrian infrastructure is needed on roadways where traffic volumes and speeds are high enough to make pedestrians feel uncomfortable walking next to traffic. Continuous sidewalks are important to ensure that potential users know that they will be able to get to and from where they need to go without having to be exposed to motor vehicle traffic. In commercial areas, this study recommends wider sidewalks, potentially up to storefronts, to facilitate better pedestrian access to businesses. Wider sidewalks may require potential right-of-way acquisition or have impacts on private property.

Existing sidewalks and associated infrastructure (crosswalks, push buttons, detectable warning surfaces, etc.) will likely need improvements in problem areas to become compliant with the Americans with Disabilities Act (ADA). Although both the Town of Rotterdam and NYSDOT have conducted sidewalk screening analyses on these roadways, a more detailed analysis of specific ADA deficiencies of pedestrian infrastructure should be conducted during the design process to identify which specific improvements need to be made to meet ADA requirements.

Additionally, this study recommends enhancing certain existing crosswalks to be high-visibility by adding rectangular rapid flashing beacons (RRFBs) and adding new crosswalks in specific locations. RRFBs are typically attached to pedestrian crossing signage adjacent to uncontrolled crosswalks and are activated by pressing a button to flash the lights. There is usually additional signage indicating to motorists that they have to stop or yield while the lights are flashing. This study recommends adding RRFBs to crosswalks near important civic locations, such as near parks and schools. New crosswalks are recommended generally parallel to the Study Roads across intersecting side streets and as mid-block crossings where land use and transportation needs warrant them.

Eunice O. Esposito Park Connectivity Improvement

At Fayette Drive and Curry Road, a new high-visibility crossing with an RRFB is recommended to connect pedestrians from Curry Road to Eunice O. Esposito Park, as shown below.



A new sidewalk connection is recommended within the park-owned property leading out to Curry Road. The bicycle route proposed on page 67 will also connect to the park via Owen Road.

Van Wormer Road Connection to Mohonasen Campus

Additionally, a formalized connection between Van Wormer Road and Warrior Way is recommended to facilitate pedestrian connections between the Mohonasen Campus and neighborhoods along Curry Road. An existing, informal connection is present in that location, as evidenced by the footpath at the end of Van Wormer Road. This connection should be upgraded to an ADA-compliant pedestrian connection to better connect to the school campus. A sidewalk leading to the formalized connection along Van Wormer Road could also be considered as a long-term recommendation but, due to the residential and low-volume character of Van Wormer, is not recommended at this time.



GREEN INFRASTRUCTURE

Green infrastructure involves the use of greenery, such as grass, trees, rain/pollinator gardens, and bioswales, among others, to manage stormwater and to provide a more enjoyable experience for users of all transportation modes. Green infrastructure along the Study Roads is recommended in certain locations, where appropriate. Where new sidewalks are added as recommended by this study, buffers of varying widths will be present to provide additional separation between pedestrians and motorists, making pedestrians feel more comfortable walking adjacent to streets.

In more residential areas, these buffers should be planted with grass or native pollinator species, and with trees where utility lines are not present. Planted buffers benefit the surrounding environment by absorbing stormwater that would otherwise run off into storm drains. Pollinator gardens are typically made of native plants that are low- to no-maintenance and support local pollinator populations, such as bees, in addition to managing stormwater. Additionally, in areas with wider rights-of-way, rain gardens and bioswales could be explored as options for green buffer areas. However, in commercial areas, pervious hardscape surfaces are recommended to reduce maintenance needs.

TRANSIT IMPROVEMENTS

Opportunities exist for CDTA to look at stop spacing on Route 763 to improve service. However, due to the scoping limitations of this study and discussions with The Capital District Transportation Authority (CDTA) as part of this study no specific recommendations are included for changing transit stop locations or spacing.

However, if CDTA does decide to explore consolidation or relocation of stops they should also consider bringing existing stops up to compliance with the Americans with Disabilities Act by adding minimum 8-by-5-foot alighting pads to each stop and connecting stops together through continuous sidewalks as previously mentioned and shown in Figure 34 below. Based on the available ridership data and the thresholds established by CDTA for adding bus shelters or benches, none of the stops along the Study Roads meet the criteria for eligibility.



Figure 33: Existing Bus Stop in Study Area
Image Source: JMT



Figure 34: Existing ADA-Compliant Bus Stop in Study Area
Image Source: Google Streetview

BICYCLE IMPROVEMENTS

This study recommends implementing a variety of bicycle improvements, including shared lanes and traffic calming where right-of-way widths are limited and short sections of bike lanes and shared-use paths to help bicyclists navigate larger intersections. Shared lanes are bicycle facilities designated by signage or pavement markings ("sharrows") that indicate the presence of bicycles sharing the lane with motor vehicles. Helderberg Avenue is well-suited for shared lanes in its current configuration.



Figure 35: Example of a Shared-Use Path
Image Source: Town of Lovettsville, Virginia

Guilderland Avenue has very wide existing travel lanes which would benefit from a lane diet to help calm traffic and make bicyclists more comfortable riding with traffic. There is enough space to include a buffered bike lane along one side of the roadway and have bikes share lanes along the other side.



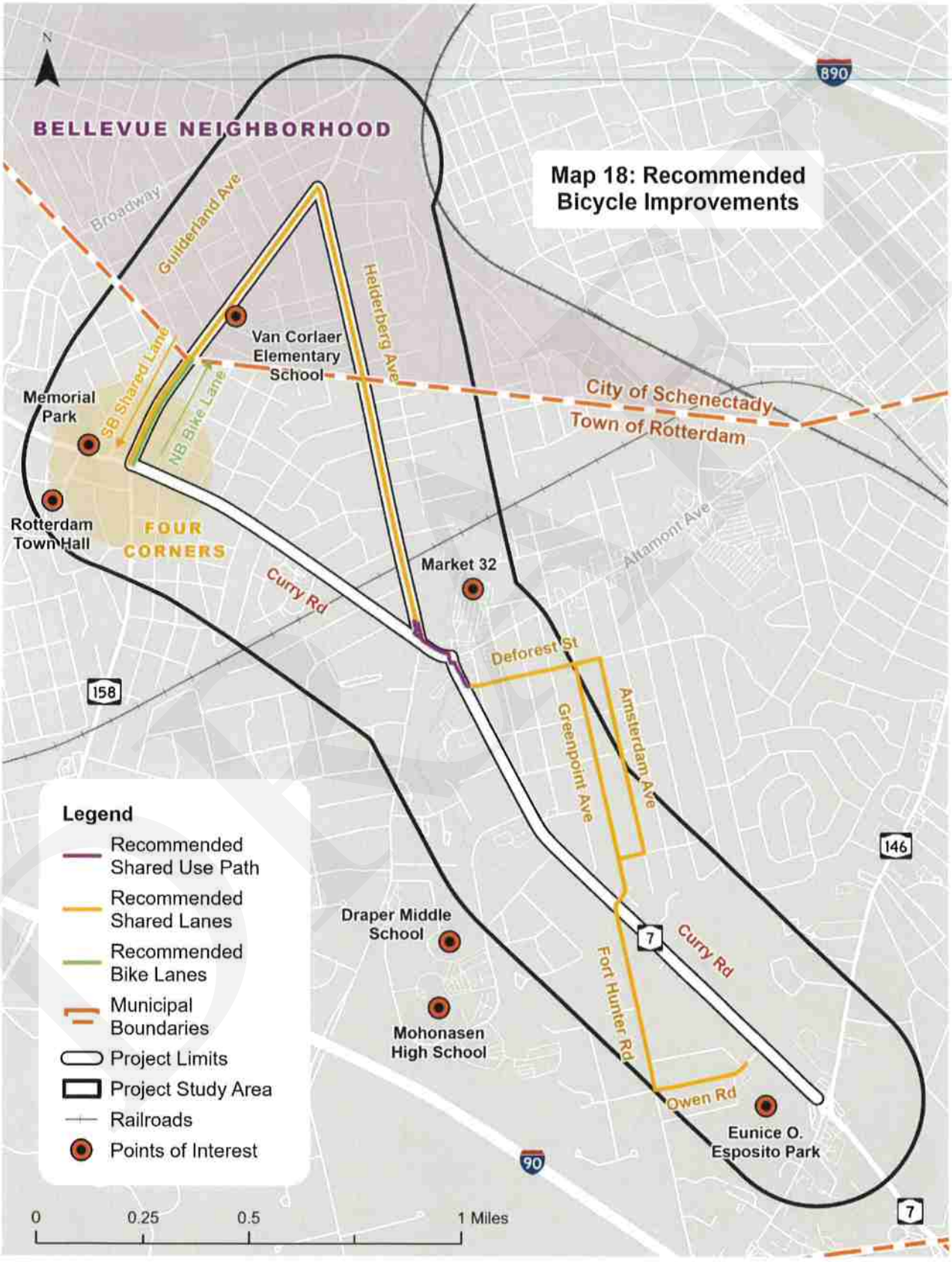
Figure 36: Example of a Bike Lane
Image Source: JMT

Curry Road is not well-suited for shared lanes due to high-speed and high volumes of traffic, nor is it well-suited for bike lanes or shared use paths due to restricted right-of-way widths, the presence of utility poles, and location of property lines. For this reason, the study recommends shared lanes with signage on side roads south of Altamont Avenue to connect locations up and down the southern portion of Curry Road, as shown in *Map 18: Recommended Bicycle Improvements* on page 67. Additionally, bike racks are recommended to be added at key locations, such as in the Four Corners area and near large public parks such as Memorial Park and Eunice O. Esposito Park to further encourage biking in the project study area.

Each recommended bicycle improvement has been evaluated for its potential bicycle level of traffic stress (LTS). LTS is a measure of how comfortable a given person would feel using the bicycle facility, ranging from LTS 1 (anyone, including children, would feel comfortable riding on the facility) to LTS 4 (only the most experienced and fearless cyclists would feel comfortable). These values are shown on the individual section recommendation maps beginning on page 74.

MINIMIZING PRIVATE PROPERTY IMPACTS AND OVERHEAD UTILITY IMPACTS

All improvements recommended by this study should be implemented with the utmost care to avoid impacts to overhead utilities and to private property. Pedestrian facilities and their associated buffers should be located around utility poles and incorporate them where possible into the grassy buffers. Due to changes in the relative location of the property line with respect to the roadway, there may be some private property impacts, though they would generally be small, such as easements across small sections.


Map 18: Recommended Bicycle Improvements
N
BELLEVUE NEIGHBORHOOD
Broadway
Guilderland Ave
Helderberg Ave
Van Corlaer Elementary School
SB Shared Lane
NB Bike Lane
Memorial Park
City of Schenectady
Town of Rotterdam
Rotterdam Town Hall
FOUR CORNERS
Curry Rd
Market 32
Altamont Ave
Deforest St
Greenpoint Ave
Amsterdam Ave
158
890
146
7
Draper Middle School
Mohonasen High School
Fort Hunter Rd
Owen Rd
Eunice O. Esposito Park
90
Legend
Recommended Shared Use Path
Recommended Shared Lanes
Recommended Bike Lanes
Municipal Boundaries
Project Limits
Project Study Area
Railroads
Points of Interest
0
0.25
0.5
1 Miles

Intersection Improvements (Level of Service and Safety Improvements)

Options to improve corridor intersections level of service and safety range from short-term recommendations such as reviewing signal timings to long-term recommendations including full reconstruction of intersections to include single lane or multi-lane roundabouts. Below is a list of recommendations to improve level of service (LOS) and safety at the major intersections along the study corridors that are experiencing LOS or significant safety issues.

CURRY ROAD AND GUILDERLAND AVENUE INTERSECTION

As discussed in previous sections of this report, the Curry Road and Guilderland Avenue intersection's side approaches along Guilderland Avenue do not align perfectly, creating sight distance limitations for left-turning motorists from Guilderland Avenue onto Curry Road. Field observations and crash analysis confirm this operational deficiency, as the intersection experienced 6 left-turn crashes within the analysis period. Microsimulation traffic analysis was conducted using Synchro to analyze this intersection under existing conditions. Since the traffic signal timing information was not available at the time of preparing this report, a typical signal cycle of 100 seconds in the AM and 110 seconds in the PM peak hours was assumed. The HCM level of service (LOS) and the intersection delay in seconds were found to be C (25.6 sec) in the AM peak hour and C (33.6 sec) in the PM peak hour.

Short-Term Recommendations:

To address the safety concern of the left turn sight distance, the side approaches can be separated by a split-phase signal operation. Because this countermeasure requires each side approach to go separately, one additional phase is added to the signal cycle. In turn, this will cause degradation in the overall intersection level of service and increase delays. The proposed signal phasing change brings the intersection's HCM level of service to C (31.1 sec) in the AM and D (54.3 sec) in the PM peak periods. This suggests that the proposed split-phase operation will be an adequate short-term recommendation. Additionally, the Curry Rd eastbound and westbound left turn storages are quite short (100 feet and 50 feet respectively), and the westbound 95th percentile queues exceed the storage length under both existing and proposed conditions. It is recommended that the Curry Road eastbound and westbound left turn bays be extended to 150-175 feet using the existing pavement yellow hatching. Lastly, since the Curry Road mainline is an east-west corridor within the vicinity of this intersection, sun glair can be a contributing factor to some reported rear-end crashes and potential right-angle crashes in the future. Signal indication back plates are also recommended to enhance safety at the intersection. Additional structural analysis is required by NYSDOT to determine if back plates can be added to the existing signal structure.

Long-Term Recommendations:

To evaluate whether a roundabout is an appropriate traffic calming measure for the intersection of Curry Road and Guilderland Ave as a long-term alternative, SIDRA roundabout analysis was completed at this location. Under existing conditions, a single-lane roundabout operates with a level of service (LOS) B and 10.1 seconds delay in the AM, and LOS C and 23.0 seconds delay in the PM peak hour. Historic Average Annual Daily Traffic (AADT) data shows an increase along Curry Road and along Guilderland Avenue with rates below 0.5% over the past 10 years. Thus, a 0.5% growth rate was used to test if a single lane roundabout will operate under satisfactory performance

measures in 10 years and in 20 years from now. The PM peak volumes were considered the most critical and were increased by the above growth rate. The 10-year analysis results were LOS D and 29.7 seconds delay in the PM. The 20-year analysis results were LOS E and 39.8 seconds delay, which is borderline to F level of service. The Guilderland Avenue southbound approach 95th percentile queues reach up to 633 feet.

Another alternative was tested with providing a second lane in each direction along Curry Road inside the roundabout with a short added lane before the roundabout and a short merge lane after the roundabout (100 ft each) to increase circulating capacity along the mainline. This alternative showed that the roundabout will operate under a level of service LOS D and 32.8 seconds of delay. Even though this alternative shows an improvement in the level of service, the Guilderland Avenue southbound approach 95th percentile queues reach up to 745 ft.

Based on the analysis results above, **a single-lane roundabout will operate efficiently as a long-term alternative up until the year 2045**. For planning beyond that point or if additional traffic other than natural growth is added to the network (i.e., a new development generates additional traffic which will utilize this intersection), then additional capacity must be added along Curry Road and along Guilderland Avenue. More in-depth analysis will be required to determine the extent of the additional capacity. Although the right of way is limited at this intersection and right of way taking is a challenge, **a dual-lane roundabout in all directions should be sufficient as an ultimate long-term alternative**. Capacity analysis showed that a dual-lane roundabout with a short second lane approaching and leaving the roundabout on all four intersection legs will operate with LOS B and 14.0 seconds of delay, and the longest 95th percentile queue will be 224 ft.



Figure 37: Curry Road/Guilderland Avenue Roundabout Concept

Based on the preliminary single-lane roundabout concept to the left, it is anticipated that permanent acquisitions and temporary construction easements would be required from four (4) property owners. Although no buildings are located within the proposed improvement area, there are two to three properties which would lose access to the driveway and vehicle storage area, leading to the need for full acquisition of the parcel. Access needs would have to be reviewed for each individual property owner at the onset of any major intersection reconstruction project.

CURRY ROAD AND HELDERBERG AVENUE & ALTAMONT AVENUE INTERSECTIONS –

These two intersections will be discussed together due to the close proximity between them and because both traffic signals at the intersections are controlled by one controller. As discussed in previous sections of this report, there were 99 crashes that occurred at these two intersections within the crash analysis period with the Helderberg Avenue intersection having 22 right-angle crashes and Altamont Avenue intersection having 10 right-angle crashes. Both intersections have recently received new traffic signals with the signal heads on the far side of the intersection from the stop bar, and signal section back plates installed on all signal heads. Although both signals are controlled by one controller as clustered signals, it is not clear if this was the type of control before replacing the signals.

Existing conditions at these two intersections were analyzed using Synchro and SimTraffic using the newly optimized signal timing and phase sequence. The AM peak hour intersection level of service and delay results at Helderberg Ave intersection were LOS B (16.1 sec) and in the PM were LOS B (18.1 sec). For Altamont Avenue, the results were B (13.9 sec) in the AM and B (19.2 sec) in the PM peak hour. Due to the close proximity between the two intersections, SimTraffic traffic simulation was observed to evaluate the queue lengths and any potential for traffic spillback into the upstream intersection. Simulation showed that in the PM peak hour, westbound Curry Road traffic will fill up the storage between the two intersections and then start moving by the signal at Helderberg Avenue, which was confirmed by field observations at this location.

Short-Term Recommendations:

Since Curry Road intersections with Helderberg Avenue and Altamont Avenue have recently been upgraded with new traffic signals by NYSDOT with a new signal phasing/timing, there are no short-term improvements that can be added at this time. It has been observed that the removal of the split phases for vehicles on Helderberg Ave approaches has caused confusion at the intersection. Vehicles no longer have the right of way for left turns and must account for oncoming traffic. Due to these changes and observations, these two intersections should be reviewed after a short learning period to determine if there are any areas for improvement from safety and operational perspectives. **A post-study after at least 3 years should be conducted to include crash analysis and traffic operation analysis including queue observations**.

Long-Term Recommendations:

In order to evaluate if intersection roundabouts are appropriate traffic calming measures for the intersections of Curry Road and Helderberg Avenue and Altamont Avenue as a long-term alternative, SIDRA roundabout analysis was completed at these two intersections as a network. Under existing conditions, a single-lane roundabout at each of the two intersections operates with the following results:

Table 15: Single Lane Roundabouts – Existing Volumes LOS & Delay

	AM		PM	
Curry Rd – Helderberg Ave	E	37.3 sec	E	47.9 sec
Curry Rd – Altamont Ave	B	14.9 sec	F	93.3 sec

Queuing analysis showed that in the AM peak hour, the eastbound 95th percentile queues at Altamont Avenue reach up to 530 feet towards the Helderberg Avenue intersection, and in the PM peak hour, these queues reach up to 458 feet. In either case, queues exceed the existing 330 feet storage between the two roundabouts. Queuing analysis also showed that in the AM peak hour, the westbound 95th percentile queues at Helderberg Avenue reach up to 163 feet towards the Altamont Ave intersection, and in the PM peak hour, these queues are just shy of 500 feet, which would spill back into the eastern roundabout at Altamont Avenue.

Dual-lane roundabouts were tested to evaluate the traffic conditions under such a configuration. Analysis results showed that, under existing, 10-year, and 20-year traffic conditions, both roundabouts performed under level of service B or better, and the longest queues between the roundabouts did not exceed 250 feet in the busiest peak hours. Therefore, **dual-lane roundabouts at both the Curry Road at Helderberg Avenue and Curry Road at Altamont Avenue intersections are recommended as long-term traffic calming measures**.

The concept below has been developed assuming dual two-lane roundabouts for the subject intersections. It is anticipated that permanent acquisitions and temporary construction easements would be required from up to ten (10) property owners with no displacements necessary. Vehicular storage and driveway locations would need to be reviewed for each individual property owner should any major intersection reconstruction project take place.



Figure 38: Curry Road/Helderberg Avenue and Curry Road/Altamont Avenue Roundabouts Concept

CURRY ROAD AT FORT HUNTER ROAD AND GREENPOINT AVE INTERSECTION

This intersection is one of the study intersections that did not experience a high number of crashes. Traffic analysis under existing conditions and existing intersection control (traffic signal) showed that this intersection operates under satisfactory conditions. The AM peak HCM level of service and delay were C (20.2 sec) and the PM level of service and delay were B (17.9 sec).

Short-Term Recommendations:

To enhance the safety at this intersection, **signal indication back plates are recommended** to be installed on the signal heads. Additional structural analysis is required by NYSDOT to determine if back plates can be added to the existing signal structure. Additionally, it is recommended that new ADA-compliant **pedestrian signals with audible pedestrian units be installed at the existing westerly crossing, as well as a new crossing across the northern leg** to provide adequate pedestrian accommodation at 3 out of the 4 intersection corners.

Long-Term Recommendations:

SIDRA roundabout analysis was completed for the existing AM and PM peak hours at this intersection as a single-lane roundabout. In the AM, all approaches operate under Level of Service (LOS) B or better. In the PM, the Curry Road westbound approach operates under LOS C with approximately 350 feet of queue. AM and PM intersection levels of service and delay were B (10.5 sec) and B (12.1 sec), respectively. Twenty-year volumes were tested under the single-lane roundabout alternative and the intersection level of service remained as C or better, per SIDRA roundabout analysis. **A single-lane roundabout is recommended at this location** as a long-term intersection improvement.

Based on preliminary single-lane roundabout layout options, it is anticipated that permanent acquisitions and temporary construction easements would be required from up to four (4) property owners. One of those acquisitions would likely cause displacement of the property owner due to the area necessary to realign the heavy skew of Fort Hunter Road.

Segment Recommendations

Recommendations to improve corridors have been broken down by specific segments of each roadway corridor to better suit individual needs. Recommendations range from minor pavement marking improvements to larger scale sidewalk additions. Each corridor segment is defined below and includes existing and proposed typical sections, an aerial plan with proposed improvements, and a summary of shown improvements.

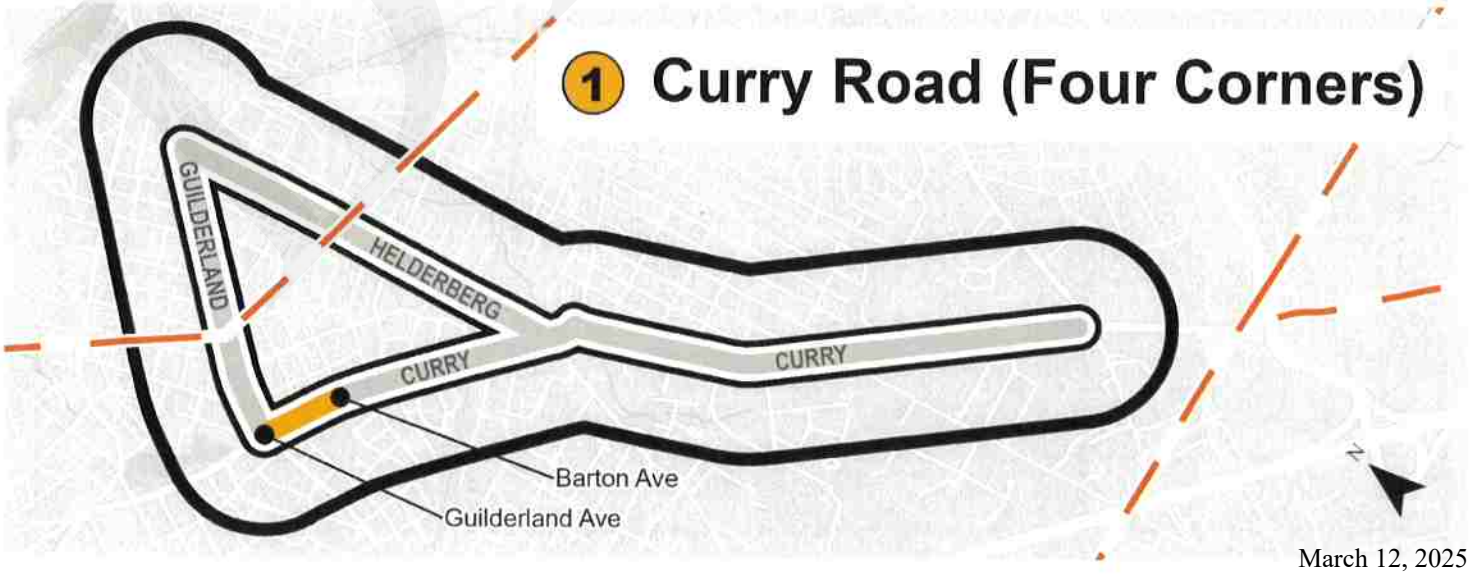
CURRY ROAD (FOUR CORNERS AREA)

Existing Typical Section View
Source: Google Streetview



Proposed Typical Section View







Proposed Corridor Improvements

Legend

- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Recommended Shared Lanes
- Recommended Bike Lanes
- Existing Transit Stops

The existing bicycle level of traffic stress on this segment of Curry Road is LTS 4.

0 100 200 300 400 Feet

Description

This typical section applies to Curry Road from Guilderland Avenue in the west to Barton Avenue in the east.

Summary of Improvements

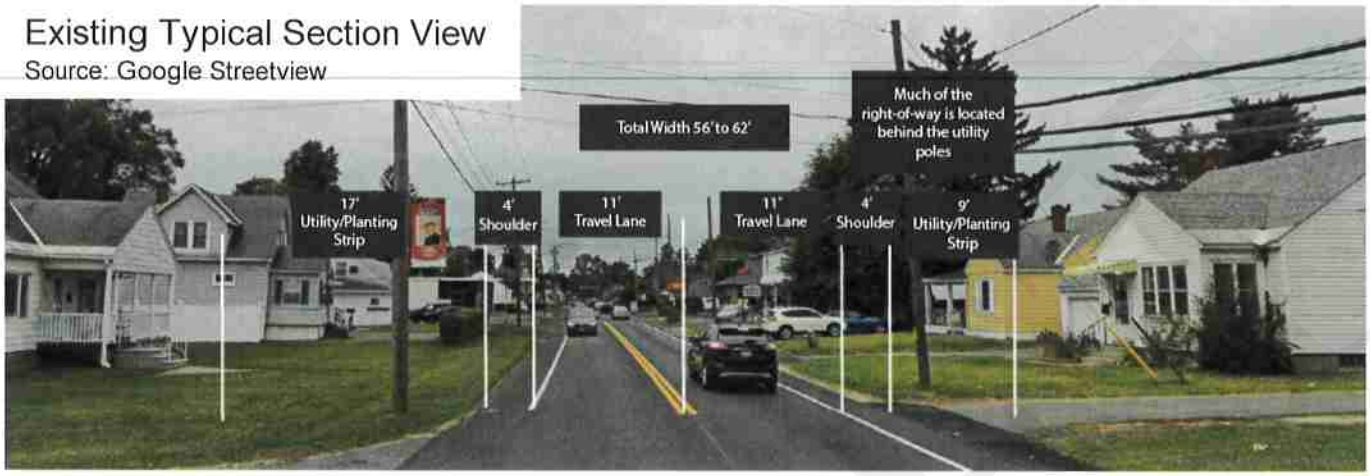
- Short-term: Continuous curb and 5- to 8-foot sidewalks added, including 2-foot decorative stamped concrete buffers to support commercial businesses and promote a friendlier pedestrian environment. Wider sidewalk widths are recommended in commercial areas.
- Short-term: Striped crosswalks at all intersections. Recommend relocating crosswalks back with pedestrian crossing islands (where feasible) at Guilderland Avenue and Curry Road Intersection to reduce pedestrian exposure when crossing intersection.
- Short-term: A new RRFB crossing near Curry Road and Augustine Avenue near the Curry Freeze.
- Short-term: Utility pole impacts avoided.
- Short-term: Bicycle racks near commercial businesses, locations for bike parking should be coordinated with business and property owners.
- Long-term: Single-lane roundabout at Curry Road and Guilderland Avenue intersection.

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CURRY ROAD (NORTH)

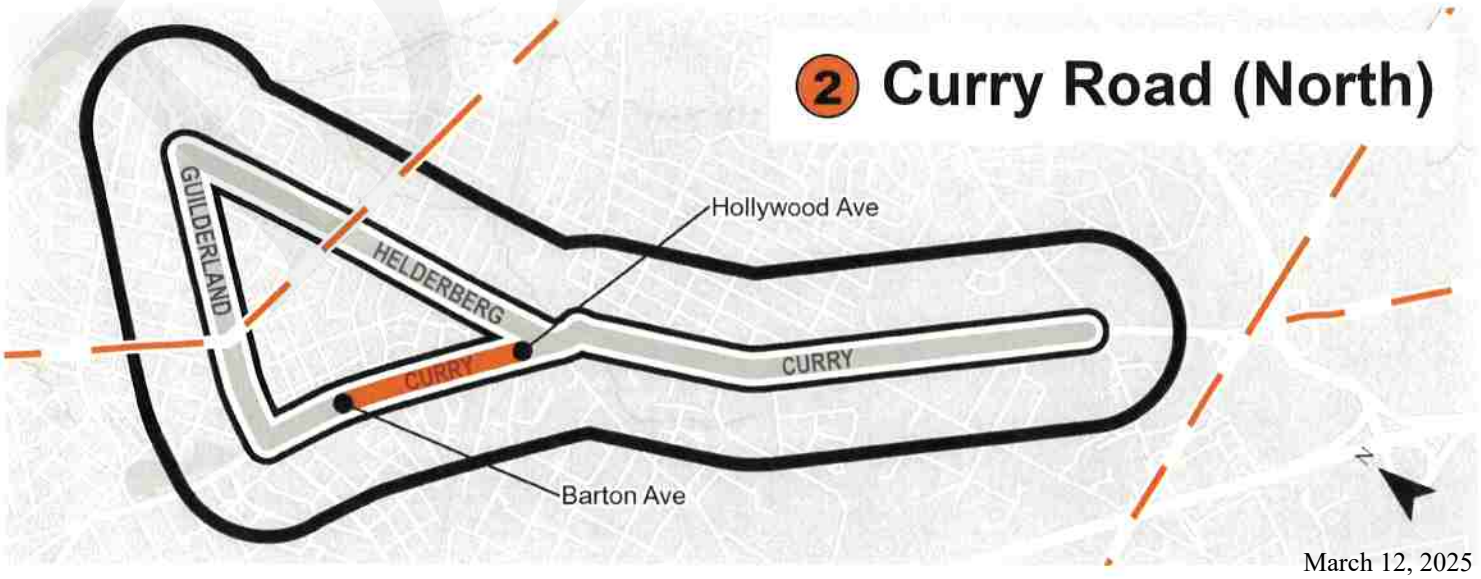
Existing Typical Section View

Source: Google Streetview



Proposed Typical Section View









Proposed Corridor Improvements

Legend

- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Existing Transit Stops
- Reference Marker A

The existing bicycle level of traffic stress on this segment of Curry Road is LTS 4.

0 100 200 300 400 Feet

DRAFT

Description

This typical section applies to Curry Road from Barton Avenue in the west to Hollywood Avenue in the east.

Summary of Improvements

- Short-term: Continuous curb and new 5-foot sidewalks recommended to fill in missing gaps in network with planted buffers between the curb and sidewalks. Pollinator species and native grasses should be considered in the buffer areas to increase biodiversity.
- Short-term: A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Striped crosswalks at all side street intersections.
- Short-term: Utility pole impacts avoided. Depending on specific utility pole locations, the sidewalk may occupy the space of the buffer for short portions.

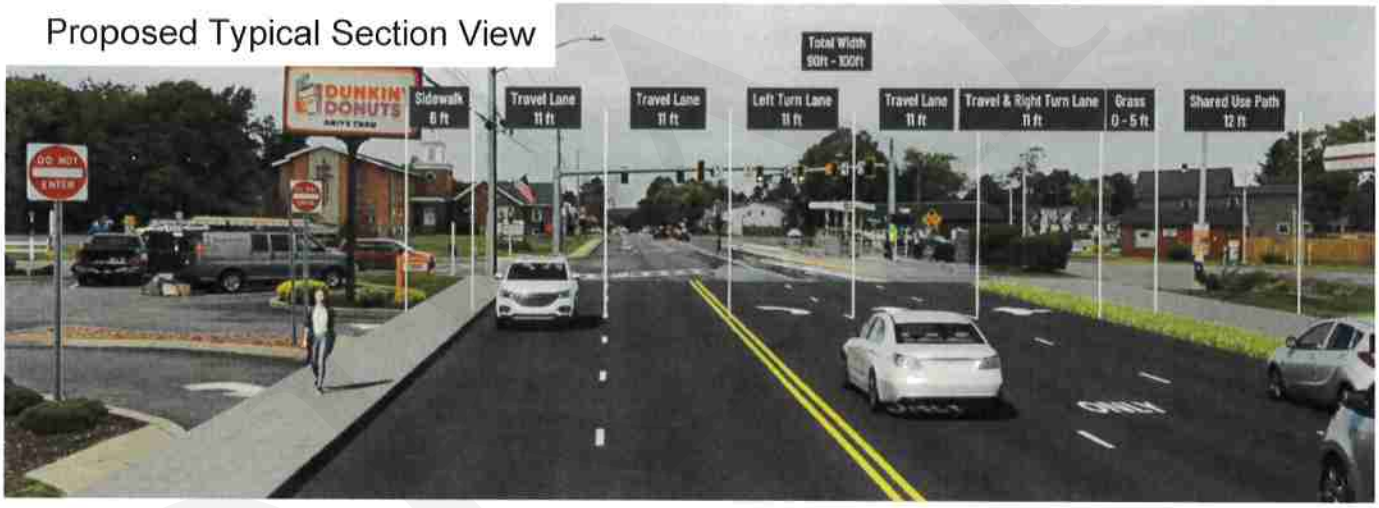
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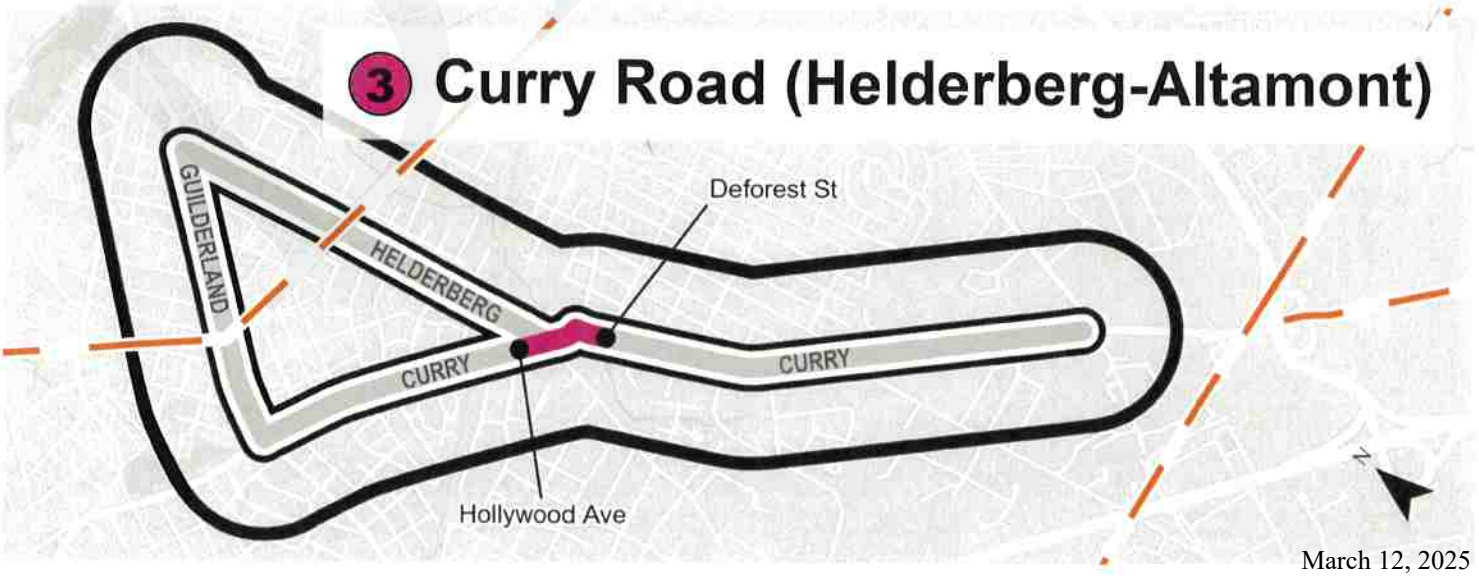
CURRY ROAD (HELDERBERG-ALTAMONT INTERSECTIONS)

Existing Typical Section View
Source: Google Streetview



Proposed Typical Section View







Proposed Corridor Improvements

Legend

- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Recommended Shared Lanes
- Recommended Shared Use Path
- Existing Transit Stops

The existing bicycle level of traffic stress on this segment of Curry Road is LTS 4. Bicycle LTS 3 is expected for the recommended shared use paths on this segment of Curry Road, due to the lengths of crossings.

0 100 200 300 400 Feet

Description

This typical section applies to Curry Road from Hollywood Avenue in the west to Deforest Street in the east.

Summary of Improvements

- Short-term: Travel lanes narrowed to 11 feet.
- Short-term: New 12-foot shared-use path on the westbound side of Curry Road and small sections on Helderberg Avenue to accommodate bicyclists navigating through the intersections between shared lanes on Helderberg Avenue to the north and Deforest Avenue to the south. Bicycle ramps will be needed to transition people riding bikes on and off the shared use paths and back into the shared lanes of the roadways. While crossing the three crosswalks, bicyclists would be expected to dismount and walk their bikes across the road.

Bicycle Ramps

Bicycle ramps are intended for bicyclists only, not pedestrians or motor vehicles. As such, a Detectable Warning System (DWS) different than truncated domes are desired. Guidance on how to construct these ramps is found in AASHTO Guide for the Development of Bicycle Facilities 2012, Fourth Edition and NCHRP Report 672: Roundabouts: An Informational Guide 2nd Edition, section 6.8.2.2,DGM 1-28: Directional Tactile Surface Indicators (DTSI) for Bicycle Ramps. Figure 36 shows examples of the placement of the DWS pattern where a bicyclist is to enter or exit a shared shoulder or bicycle lane parallel and adjacent to a sidewalk or shared use path. The DTSI is to be applied full width as designated by the Engineer for cuing a pedestrian route or to separate designated bike/pedestrian routes. Bicycle ramps like this are used in other states including Delaware and Washington.



Figure 36: Bicycle Ramps in North Newport Highway Spokane, WA (Source: Google Streetview)

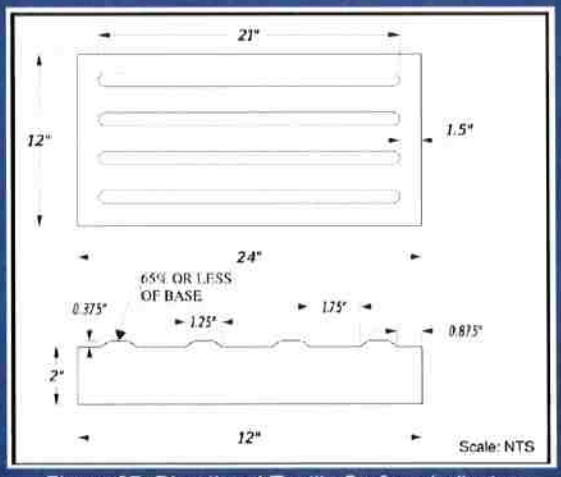


Figure 37: Directional Tactile Surface Indicators (DTSI) for Bicycle Ramps
Source: DelDOT Design Manual, based on information from AASHTO Guide for the Development of Bicycle Facilities 2012, Fourth Edition and NCHRP Report 672: Roundabouts: An Informational Guide 2nd Edition

- Short-term: A variable buffer between 0 and 5 feet is proposed between the shared-use path and the roadway. Pollinator species and native grasses should be considered in the buffer areas to increase biodiversity.
- Short-term: A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Utility pole impacts avoided.
- Short-term: Bicycle racks near commercial businesses should be explored in this section. Locations for bike parking should be coordinated with business and property owners.
- Long-term: Dual two-lane roundabouts at the Curry Road/Helderberg Avenue and the Curry Road/Altamont Avenue intersections.

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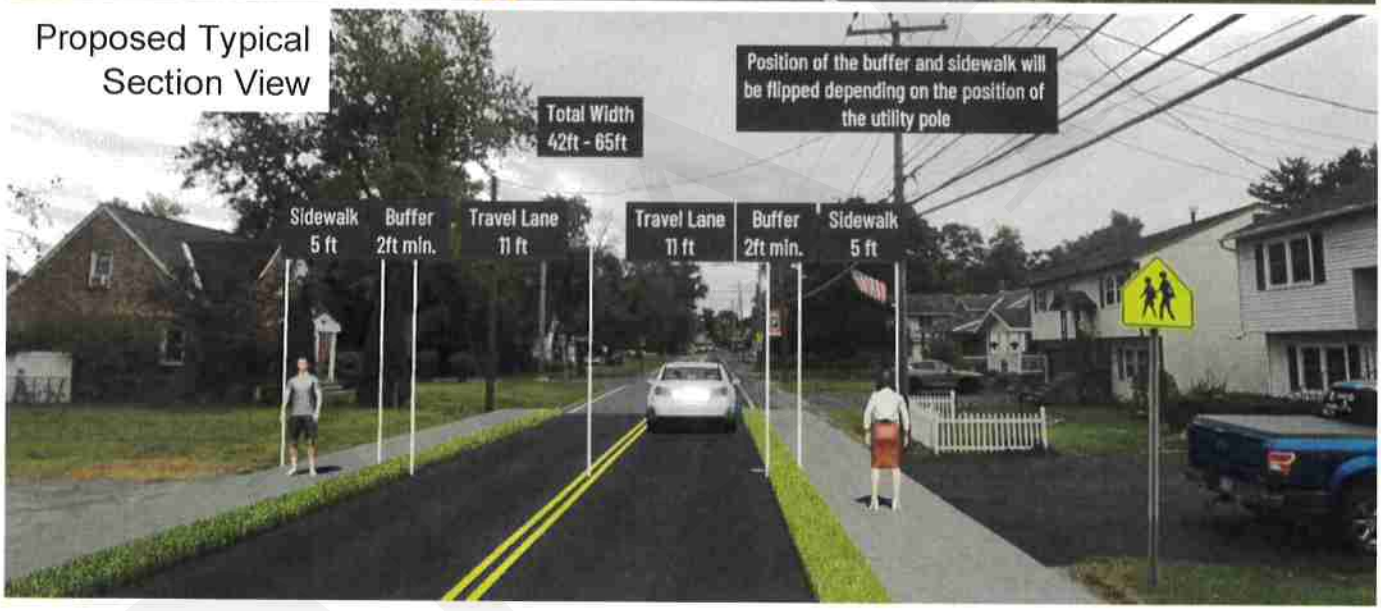
CURRY ROAD (SOUTH)

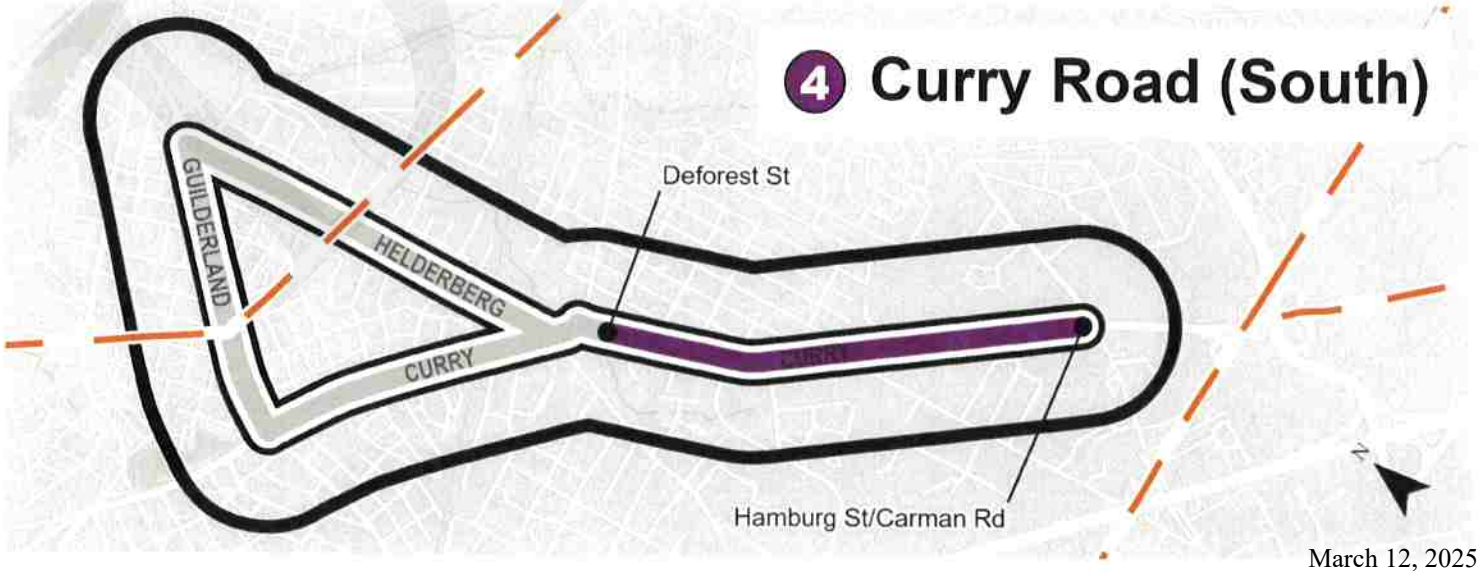
Existing Typical Section View

Source: Google Streetview



Proposed Typical Section View





4 Curry Road (South) - 1 of 2

Deforest St to Hamburg St/Carman Rd





Proposed Corridor Improvements

Legend

- RRFB
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Recommended Shared Lanes
- Existing Transit Stops
- Reference Marker A
- Reference Marker B

The existing bicycle level of traffic stress on this segment of Curry Road is LTS 4. Bicycle LTS 2 is expected for recommended shared lanes on alternate route (Deforest St, Greenpoint Ave, Owen Rd) and LTS 3 is expected for recommended shared lanes on Fort Hunter Rd in the town of Rotterdam.

0 100 200 300 400 Feet

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Proposed Corridor Improvements

Legend

- RRFB
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Existing Transit Stops
- Reference Marker B
- Reference Marker C

The existing bicycle level of traffic stress on this segment of Curry Road is LTS 4. Bicycle LTS 2 is expected for recommended shared lanes on alternate route (Deforest St, Greenpoint Ave, Owen Rd) and LTS 3 is expected for recommended shared lanes on Fort Hunter Rd in the town of Rotterdam.

0 100 200 300 400 Feet

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Description

This typical section applies to Curry Road from Deforest Street in the northwest to Hamburg Street/Carman Road in the southeast.

Summary of Improvements

- Short-term: Travel lanes narrowed to 11 feet.
- Short-term: New 5-foot sidewalks recommended to fill in missing gaps in network with planted buffers between the curb and sidewalks. Pollinator species and native grasses should be considered in the buffer areas to increase biodiversity.
- Short-term: A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Striped crosswalks at all side street intersections.
- Short-term: New mid-block pedestrian crossing with rectangular rapid flashing beacons (RRFB) near Fayette Drive to connect to Eunice O. Esposito Park.
- Short-term: Utility pole impacts avoided. Depending on specific utility pole locations, the sidewalk may occupy the space of the buffer for short portions.
- Long-term: Roundabout at Curry Road and Greenpoint Avenue/Fort Hunter Road.

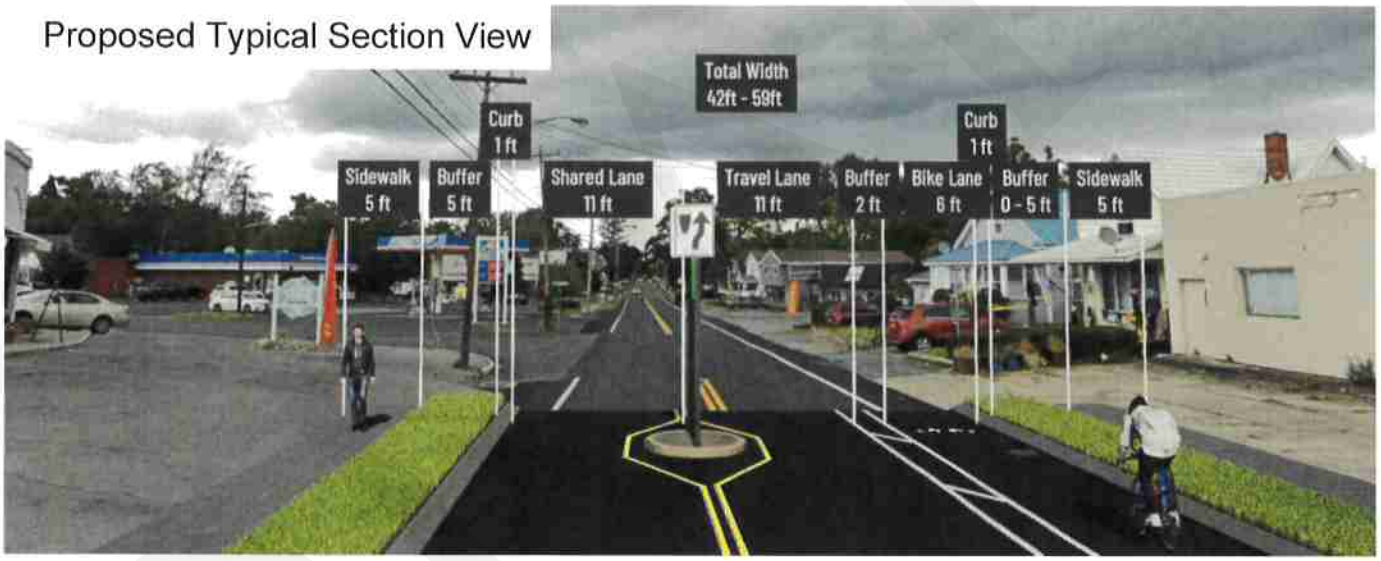
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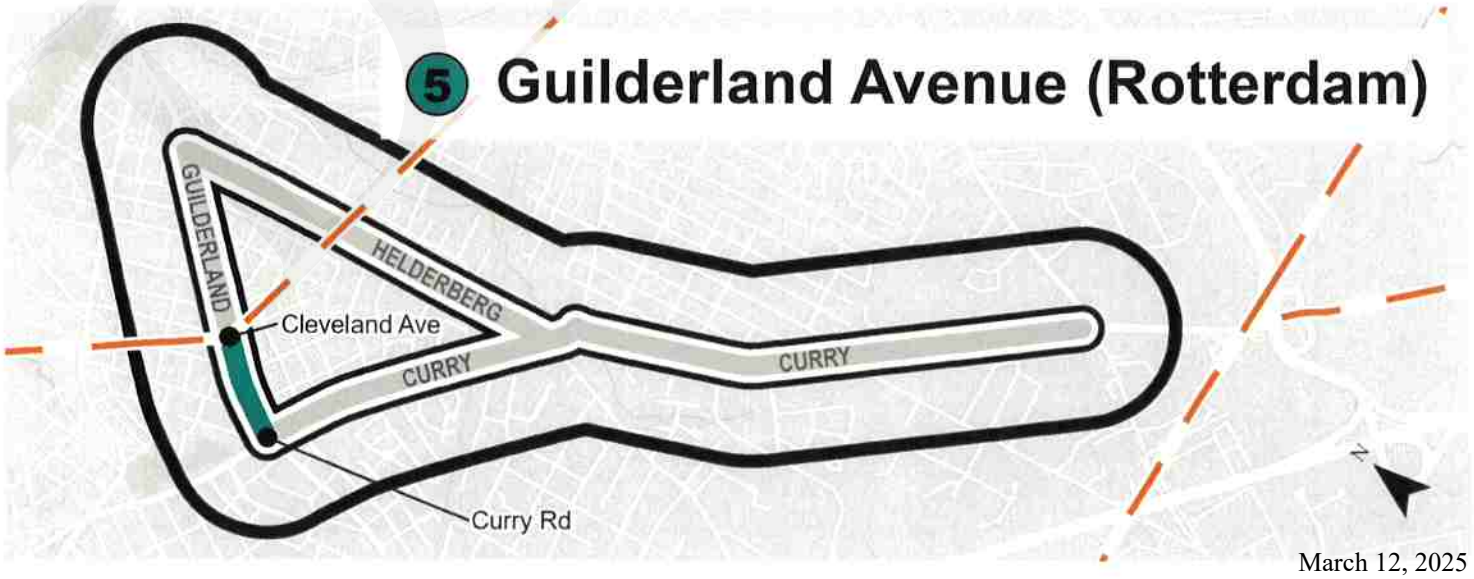
GUILDERLAND AVENUE (ROTTERDAM)

Existing Typical Section View
Source: Google Streetview



Proposed Typical Section View







Proposed Corridor Improvements

Legend

- RRFB
- Speed Management Median
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Existing Transit Stops
- Recommended Shared Lanes
- Recommended Bike Lanes
- Municipal Boundaries

The existing bicycle level of traffic stress on this segment of Guilderland Avenue is LTS 4. Bicycle LTS 3 is expected for the recommended bike lane and LTS 4 is expected for the recommended shared lanes on Guilderland Ave in the town of Rotterdam.

0 100 200 300 400 Feet

Description

This typical section applies to Guilderland Avenue from Curry Street in the southwest to Cleveland Avenue (approximately the Rotterdam/Schenectady municipal boundary) in the northeast.

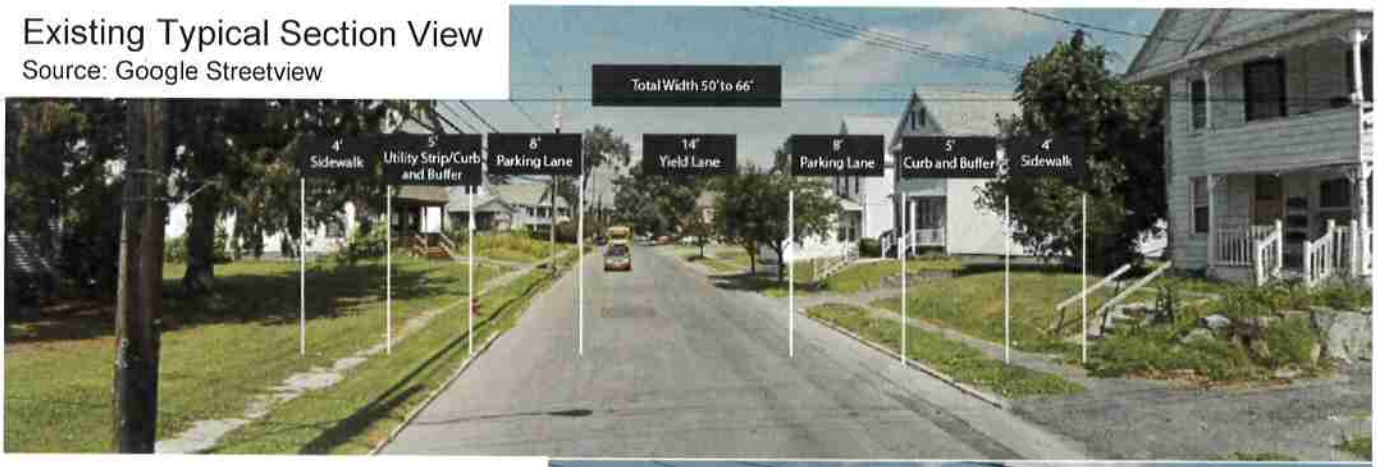
Summary of Improvements

- Short-term: Traffic calming via lane narrowing and speed management medians with south-bound bicycles sharing the lanes with vehicles. Median lengths will vary based on location and can be implemented with either vertical or mountable curbing.
- Short-term: New 6' wide northbound bicycle lanes with 2' wide striped buffers between bike lanes and travel lanes. Northbound bicycle lanes are preferred over southbound because of Van Corlaer's location. Additionally, there are fewer intersections and commercial driveways with uncontrolled access on the northbound side which will lead to less exposure to bikes from turning vehicles.
- Short-term: New sections of sidewalk recommended to fill in missing gaps in network. A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Pollinator species and native grasses should be considered in the existing buffer areas to increase biodiversity. Some of the buffer areas may also be able to support street trees, targeting areas without overhead utility lines.
- Short-term: Striped crosswalks at all side street intersections.
- Short-term: Utility pole impacts avoided.

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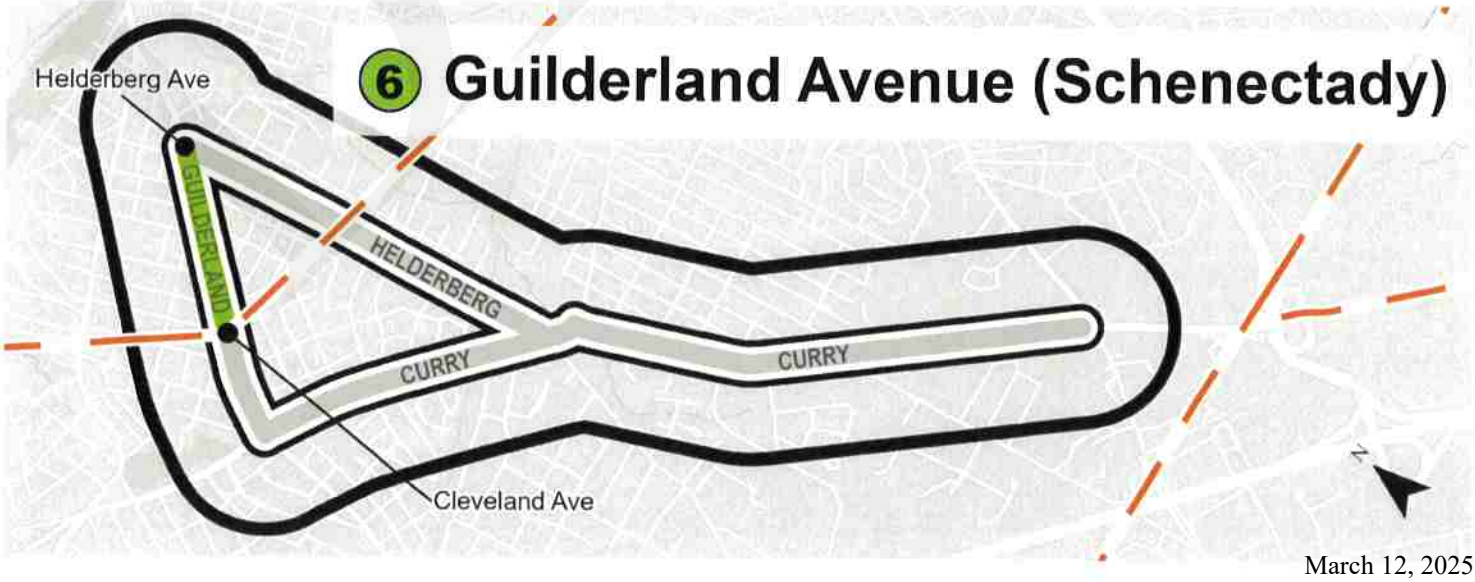
GUILDERLAND AVENUE (SCHENECTADY)

Existing Typical Section View
Source: Google Streetview



Proposed Typical Section View





6 Guilderland Avenue (Schenectady)

Cleveland Ave to Helderberg Ave



Proposed Corridor Improvements

Legend

- RRFB
- Speed Management Median
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Existing Transit Stops
- Recommended Shared Lanes
- Recommended Bike Lanes
- Municipal Boundaries
- Reference Marker A

The existing bicycle level of traffic stress on this segment of Guilderland Avenue is LTS 2. Bicycle LTS 2 is expected for recommended shared lanes on Guilderland Ave in the city of Schenectady.

0 100 200 300 400 Feet

Description

This typical section applies to Guilderland Avenue from Cleveland Avenue (approximately the Rotterdam/Schenectady municipal boundary) in the southwest to Helderberg Avenue in the northeast.

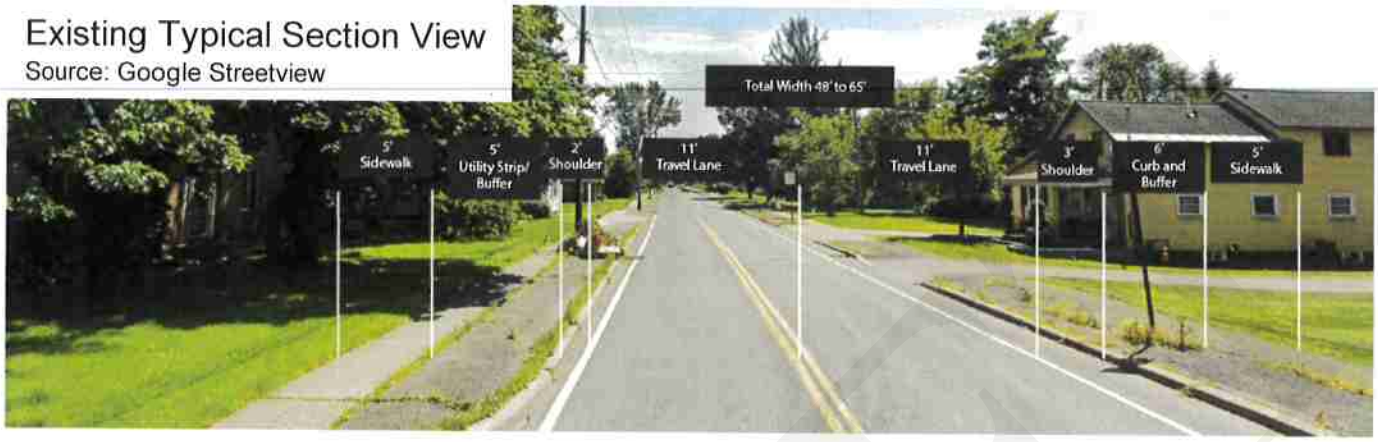
Summary of Improvements

- Short-term: Traffic calming via lane narrowing and speed management medians with bicycles sharing the lanes with vehicles. Median lengths will vary based on location and can be implemented with either vertical or mountable curbing.
- Short-term: New small sections of sidewalk recommended to fill in missing gaps in network. A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Pollinator species and native grasses should be considered in the existing buffer areas to increase biodiversity. Some of the buffer areas may also be able to support street trees, targeting areas without overhead utility lines.
- Short-term: Striped crosswalks at all side street intersections.
- Short-term: New mid-block pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFB) near Ontario Street to improve visibility and vehicle yielding at the existing school crossing.
- Short-term: Utility pole impacts avoided.

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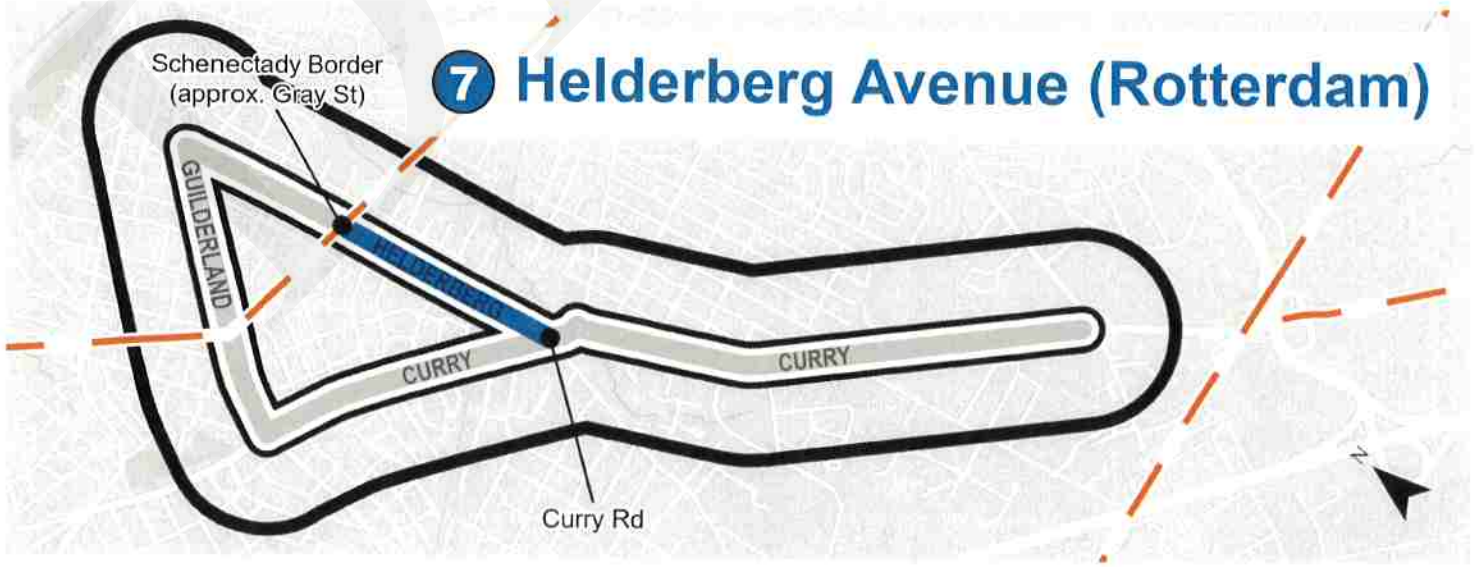
HELDERBERG AVENUE (ROTTERDAM)

Existing Typical Section View
Source: Google Streetview



Proposed Typical Section View









Proposed Corridor Improvements

Legend

- Speed Management Median
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Recommended Shared Lanes
- Recommended Shared Use Path
- Reference Marker A
- Municipal Boundaries

The existing bicycle level of traffic stress on this segment of Helderberg Avenue is LTS 4. Bicycle LTS 4 is expected for the recommended shared lanes on Helderberg Ave in the town of Rotterdam.

0 100 200 300 400 Feet

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Description

This typical section applies to Helderberg Avenue from Curry Road in the south to the Rotterdam/Schenectady municipal boundary (approximately Gray Street) in the north.

Summary of Improvements

- Short-term: Traffic calming via speed management medians with bicycles sharing the lanes with vehicles. Median lengths will vary based on location and can be implemented with either vertical or mountable curbing.
- Short-term: Small section of sidewalk recommended to fill in missing gap near the intersection with Curry Road. A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Street trees, pollinator species, and native grasses should be considered in the existing buffer areas to increase biodiversity. Street trees should be strategically placed to avoid conflicts with overhead utilities.
- Short-term: Maintain all striped crosswalks at all side street intersections.
- Short-term: Utility pole impacts avoided.

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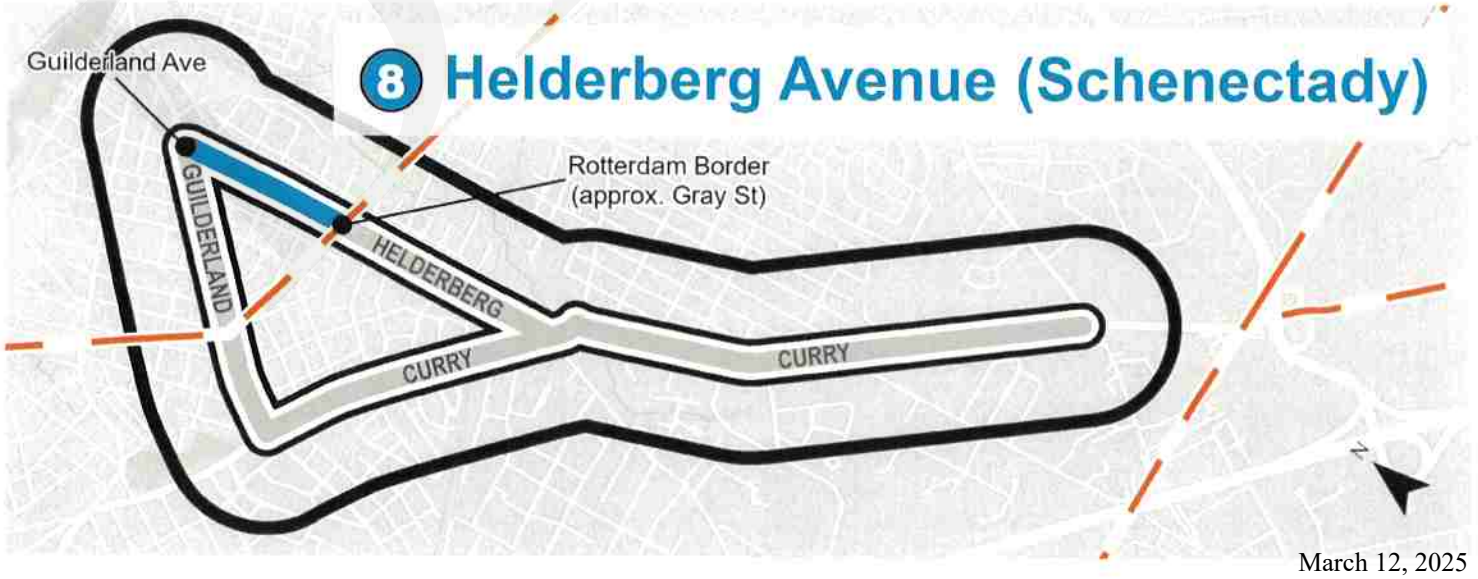
HELDERBERG AVENUE (SCHENECTADY)

Existing Typical Section View
Source: Google Streetview



Proposed Typical Section View





8 Helderberg Avenue (Schenectady)

Guilderland Ave to Curry Rd





Proposed Corridor Improvements

Legend

- Speed Management Median
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks
- Recommended Shared Lanes
- Reference Marker A
- Existing Transit Stops
- Municipal Boundaries

The existing bicycle level of traffic stress on this segment of Helderberg Avenue is LTS 2. Bicycle LTS 2 is expected for the recommended shared lanes on Helderberg Ave in the city of Schenectady.

0 100 200 300 400 Feet

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Description

This typical section applies to Helderberg Avenue from the Rotterdam/Schenectady municipal boundary (approximately Gray Street) in the south to Guilderland Avenue in the north.

Summary of Improvements

- Short-term: Traffic calming via speed management medians with bicycles sharing the lanes with vehicles. Median lengths will vary based on location and can be implemented with either vertical or mountable curbing.
- Short-term: Small section of sidewalk recommended to fill in missing gap near Gray Street. A full ADA evaluation and inspection should also be conducted to determine any needed ADA improvements to existing sidewalk sections and pedestrian infrastructure.
- Short-term: Street trees, pollinator species, and native grasses should be considered in the existing buffer areas to increase biodiversity. Street trees should be strategically placed to avoid conflicts with overhead utilities.
- Short-term: Maintain all striped crosswalks at all side street intersections.
- Short-term: Utility pole impacts avoided.

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6. Implementation

Intermunicipal Cooperation and Collaboration

This study is unique in many ways but particularly in that there are multiple stakeholders responsible for maintaining the various corridors included in the study. Guilderland Avenue and Helderberg Avenue each have limits within the City of Schenectady as well as the Town of Rotterdam. This ownership change is visible and perceived by people navigating these corridors due to the pavement markings (shoulders and centerline) being striped within the Town of Rotterdam limits but not within the City of Schenectady limits. Ultimately the two municipalities will need to work together to advance these projects and should work towards having a consistent look and feel as well as maintenance plan along each corridor to increase safety, comfort, and predictability for all roadway users.

Curry Road is also a NYSDOT roadway introducing yet another stakeholder into the implementation plan. Being that these roadways are owned and operated by different entities it does create opportunities to pursue funding through various programs available.

Timeframe

Recommendations have been categorized as either short-term or long-term regarding potential timeframe for implementation. Short-term recommendations are generally smaller in scale and could be accomplished with one to five years. Long-term recommendations are larger in scale, requiring extensive planning and could realistically be accomplished in the next ten to twenty years.

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Typical Section Cost Estimates

Table 16: Cost Estimate by Corridor		
Curry Road – Altamont Ave to Hamburg Street		
Recommendation:	Timeframe*:	Cost:
ADA Improvements at Intersections	Short-Term	$50k - $100k
RRFB Crossing at Esposito Park	Short-Term	$30k - $50k
Roadway Reconstruction with Sidewalks each side (1.25 miles)	Short-Term	$6.0M - $7.0M
Roundabout at Fort Hunter Road	Long-Term	$1.5M - $2M
Curry Road – Guilderland Ave to Altamont Ave		
ADA Improvements at Intersections	Short-Term	$50k - $100k
Roadway Reconstruction with Sidewalks/Side Path (0.9 miles)	Short-Term	$5.0M - $6.0M
Dual Two-Lane Roundabouts at Altamont Ave/Helderberg Ave	Long-Term	$10M - $15M
Single-Lane Roundabout at Guilderland Ave	Long-Term	$5M - $6M
Guilderland Ave – Curry Road to Helderberg Ave		
ADA Improvements at Intersections	Short-Term	$50k - $100k
RRFB Crossing at School	Short-Term	$30k - $50k
Minor Sidewalk Improvements	Short-Term	$50k - $100k
Traffic Calming Features and Landscaping	Short-Term	$30k - $100k
Helderberg Ave – Curry Road to Guilderland Ave		
ADA Improvements at Intersections	Short-Term	$50k - $100k
Minor Sidewalk Improvements	Short-Term	$50k - $100k
Traffic Calming Features and Landscaping	Short-Term	$30k - $100k

*Short-Term: Implementation within 1 – 5 years.

*Long-Term: Implementation within 10 – 20 years

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Potential Funding Sources

There are various potential funding sources that could be pursued to implement the various recommendations, including federal and state funding. Funding opportunities can vary from year to year based on state and federal budgets and funding priorities. It is crucial that the Town of Rotterdam and the City of Schenectady work collaboratively with the Transportation Council and NYSDOT Local Programs Bureau as the project proceeds and determinations are made on which elements to implement and when.

NEW YORK DEPARTMENT OF TRANSPORTATION (NYSDOT) FUNDING

NYSDOT administers a range of state and federal programs that municipalities can apply for funding to implement many of the recommendations in this study area.

- Safe Routes to School Program (SRTS): A federal program of the United States Department of Transportation's Federal Highway Administration (FHWA) that was created by Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SRTS provides funding to substantially improve the ability of elementary and middle school students to walk and cycle to school safely.
- Transportation Alternatives Program (TAP): TAP funds projects that increase non-vehicular transportation options focusing on infrastructure to improve sidewalks, pedestrian and bicycle safety, enhancements in access to public transportation, safe routes to schools for students and their parents, and the creation of trailway networks.
- Consolidated Local Street and Highway Improvement Program (CHIPS): A New York State program that funds projects on a given municipality's local highway inventory and also covers eligible equipment and maintenance and storage facilities related to transportation.
- Congestion Mitigation & Air Quality (CMAQ) Improvement Program: CMAQ funds projects that reduce vehicular emissions or traffic congestion in locations that do not meet, or previously did not attain, National Ambient Air Quality Standards (NAAQS).
- Highway Safety Improvement Program (HSIP): HSIP is a Federal-Aid program with the purpose of significantly reducing traffic fatalities and serious injuries on all public roads.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a short-term plan for transportation projects developed by the Capital Region Transportation Council to utilize federal transportation funds. Projects included in the TIP align with the goals outlined in the Regional Long Range Transportation Plan, New Visions 2050. The current TIP covers federally funded transportation projects scheduled from October 1, 2022, to September 30, 2027.

This five-year program is typically updated every 2–3 years. If additional funding becomes available during the next update, the Town of Rotterdam is encouraged to apply for project funding. Common funding sources included in the TIP are:

- **Surface Transportation Block Grant Program (STBG):** This program offers flexible funding to municipalities for various projects, including improvements to Federal-aid highways and bridges, pedestrian and bicycle infrastructure, operational enhancements, and transit capital projects.

FEDERAL GRANTS

There are a variety of federal grants that could be used to fund the various larger and longer-term transportation improvements identified in this study. These federal grants often require local matching funds and alignment with regional and state transportation plans, emphasizing collaboration and strategic planning for project success. The Bipartisan Infrastructure Law (BIL), formally known as the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021. This is the current federal infrastructure bill providing $1.2 trillion in funding over five years (fiscal years 2022–2026) for infrastructure improvements across the United States. Unless reauthorized or supplemented by new legislation, BIL funding is set to expire at the end of fiscal year 2026 (September 30, 2026). What comes after the BIL will depend on federal legislative priorities and evolving infrastructure needs. Congress will begin discussing potential successors to the BIL as the 2026 deadline approaches. These grant programs are typically awarded on an annual basis with new award cycles depending on the remaining funds in BIL and the USDOT priorities. The Town of Rotterdam and the stakeholders involved in this study should prioritize securing funds promptly if it is determined that securing local match is feasible and the projects remain a priority.

Of the currently available federal grants under BIL the following programs should specifically be explored for potential funding for the larger longer-term recommendations included in this study:

- **Active Transportation Infrastructure Investment Program (ATIIP)**
  - Annual Award Amount per Project: $100,000 - $15,000,000
  - Cost Sharing or Matching Requirement: Yes, the Federal share of the cost of an eligible project carried out using an ATIIP grant shall not exceed **80** percent of the total project cost. However, for eligible projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the eligible project, the Federal share may increase up to 100 percent of the total project cost.
  - Eligible Uses: Planning, design, and Construction grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region. Grants are also provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states.
  - Most Recent Award Cycle: Last Closing Date for Grant Applications: 06/17/2024
- **Safe Streets and Roads for All (SS4A) Grant Program**

  The Transportation Council received a SS4A planning grant that they will be administering to identify a comprehensive safety action plan that identifies the most significant roadway safety concerns in the region and then identify implementation projects and strategies to address the safety issues. If any of the study roads are included as priorities in that safety action plan then the projects will be eligible for implementation funding under the SS4A grant program.
  - Annual Award Amount per Project: $100,000 - $25,000,00
  - Cost Sharing or Matching Requirement: Yes, 20 percent match using non-federal funds (in-kind contributions are allowed).

- Eligible Uses: Implementation Grant funds include carrying out projects and strategies identified in an Action Plan. Examples include:
  - Applying low-cost roadway safety treatments system-wide
  - Transforming roadway corridors on a High-Injury Network into a Complete Street
  - Installing pedestrian safety enhancements
  - Carrying out speed management strategies
  - Creating safe routes to school
  - Conducting education campaigns
  - Reducing roadway departure crashes through additional safety infrastructure
  - Improving the safety of intersections
- Most Recent Award Cycle: Last Closing Date for Grant Applications: 08/29/2024

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RESOLUTION NO. 119.25

TO ADOPT THE ADA TRANSITION AND EVALUATION PLAN

WHEREAS, the Town of Rotterdam desires to have pedestrian infrastructure that is compliant with the Americans with Disabilities Act standards; and

WHEREAS, the Town of Rotterdam DPW staff along with the Town Consultant Engineer conducted a preliminary Self Analysis of existing pedestrian facilities in the Town and developed the Evaluation and Transition Plan. The Evaluation and Transition Plan was placed on the Town's website for public review and to date no comments have been received; NOW

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby adopts the ADA Transition and Evaluation Plan for the purpose of improving ADA accessibility in the public right of way when public funding is available and be considered as part of future private development projects that will generate pedestrian travel on existing or future town roads. The ADA Transition and Evaluation Plan also encourages improving ADA accessibility on state and county roads located in the Town of Rotterdam.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 4, 2025

TO: Town Board

FROM: Fred Mastroianni, P.E., Town Consultant Engineer

TITLE OF REQUEST: ADA Evaluation and Transition Plan

TOWN BOARD MEETING: April 9, 2025

Background Information:

All public agencies with 50 or more employees are required to have an ADA Transition Plan under Title II of the ADA, which ensures that people with disabilities have equal access to services, programs, and activities provided by state and local governments. In addition, when competing for federal funding for pedestrian improvements projects, municipalities that have an ADA Transition Plan in place generally score better when compared to other municipalities without the Plan.

Americans with Disabilities (ADA) was signed into law in 1990 for the fundamental purpose of nondiscrimination of people on the basis of disabilities. ADA is comprehensive civil rights law prohibiting discrimination on the basis of disability. The intent of the ADA is to protect the rights of individuals with disabilities in employment, access to State and local government services, places of public accommodation, transportation, and other important areas of American life. The ADA also requires newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. The Department of Justice (DOJ) published revised regulations for Title II of the Americans with Disabilities ACT of 1990 in the Federal Register on September 15, 2010.

Subsequently, the United States Access Board published final guidelines to assist in the evaluation of accessibility of public facilities, titled, “Public Rights-of-Way Accessibility Guidelines” (PROWAG). The PROWAG provides design guidance for a wide variety of facilities in the public right-of-way, which include curb ramps, sidewalks, pedestrian access routes, traffic signals, and signage. These guidelines are particularly sensitive to people that utilize a wheelchair or have poor vision and are intended to eliminate barriers for accessibility. NYSDOT has developed design

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standards that are based on guidelines in the PROWAG. The Town of Rotterdam by approving the ADA Evaluation and Transition Plan adopts NYSDOT design standards and details related to accessibility in the public right of way.

Evaluation/Analysis: The Town of Rotterdam performed a preliminary evaluation of the existing pedestrian network with respect to compliance with current ADA design guidelines and found that a significant segment of the pedestrian facilities is either non-accessible or partially accessible. As future pedestrian type transportation projects are implemented by either the state, county, town or private development, improving ADA accessibility should be considered as part of the project.

Recommendation(s): I recommend that the Town Board approve the ADA Evaluation and Transition Plan that includes the following:

a. The Town actively pursues state and federal sources of project specific funding that include investments in compliant pedestrian facilities in the public right-of-way.
b. Private development projects need to consider adding or improving pedestrian facilities as a component of their permit or approval of the project.
c. When the Town undertakes street rehabilitation projects such as the milling and paving of town roads, where sidewalks are provided, at a minimum the pedestrian crossings need to be updated if required to comply with ADA standards if funding allows.

Attachment/Document(s): ADA Evaluation and Transition Plan

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): Yes, once approved by the Town Board, the town code should be amended to include the ADA accessibility design standards.

LEGISLATION WILL BE PREPARED BY: Supervisor's Office

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Town of Rotterdam

New York

Americans with Disabilities Act (ADA)

Evaluation and Transition Plan

Pedestrian Accessible Facilities in

the Public Right-Of-Way

Prepared By: Dan Marsello, GIS/Stormwater Officer

Reviewed by Fred C. Mastroianni, P.E, Town Consultant Engineer

Peter Comenzo, Senior Planner

and

Lisa Gallo, Senior DPW Specialist

February 2025

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1. Introduction

The Town of Rotterdam pedestrian access and mobility has a random sidewalk network to serve the needs of individuals that live and work in the community. The Town is focused on improving the pedestrian network and committed to this effort. This ADA Transition Plan (The Plan) serves as both a review and guidance document for the Town in evaluating, implementing, and maintaining reasonable, accessible paths of travel in the public right-of-way for everyone. This ADA Transition Plan addresses existing pedestrian access conditions related to; sidewalks, curb ramps, detectable warnings, crosswalks, pedestrian push buttons at signalized intersections, as well as bus stops as they relate to ADA accessibility. ADA compliant accessibility is not only for individuals with mobility disabilities, but also for individuals with needs related to speech, cognitive ability, vision, and hearing.

The Plan proposes a responsible strategy for the Town to incorporate ADA required improvements into existing and future pedestrian facilities. In addition, it provides a variety of design guidelines for the replacement or construction of new facilities. As the basis of an integrated and relevant plan, an inventory and assessment of existing pedestrian facilities was completed. In general, the Town of Rotterdam has a limited network of sidewalks that serve its residents with new and upgraded facilities being planned and added via private development and town funded projects when funding becomes available. The Town does contain some older sidewalk facilities that present both a challenge and an opportunity going forward. The Plan fundamentally prioritizes improvements to these existing pedestrian facilities when funding becomes available. The Plan also encourages the Town to continue exploring opportunities to obtain funding from state and federal agencies, in addition to looking at opportunities where pedestrian facilities can be included as part of residential and commercial development projects.

Within the Town of Rotterdam, there are several highways that are owned and maintained by either the State of New York or Schenectady County. The New York State Department of Transportation has developed an ADA Transition Plan which is available at (https://www.dot.ny.gov/programs/adamanagement/ada-transition-plan). Schenectady County Title VI Plan is available at https://www.schenectadycountyny.gov. The Town of Rotterdam currently has very limited sidewalks on town roads, and they are provided mainly in residential neighborhoods. Most of the pedestrian facilities and improvements in the Town are located on State and County roads right-of-way. Implementation of the Town's ADA Transition Plan will require cooperation and coordination with these agencies to improve pedestrian access and mobility on state and county roads. The Town will continue to collaborate with NYSDOT and Schenectady County to improve pedestrian access and mobility along their highways and at

intersections. The Town will focus its investments on town owned roads and where practical, encourage new developments and redevelopment of commercial and residential properties to include ADA improvements during site plan review and approval process by the Town's Planning Board.

2. Legal Requirements

The federal legislation, known as the Americans with Disabilities Act (ADA), enacted in 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of: employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Title II of the ADA specifically applies to "public entities" (state and local governments) and the programs, services, and activities they deliver. Title II, Section 35.150 "Existing Facilities' Subpart D, requires public entities to take several steps designed to achieve compliance. The plan shall, at a minimum include:

i. A list of physical barriers and their locations in a public entity's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities.
ii. A detailed outline of the methods to be utilized to remove these barriers and make the facility accessible.
iii. The schedule for taking the necessary steps to achieve compliance with Title II.
iv. The name/position or official responsible for the plan's implementation.

With respect to grievance procedures by the public, as per Section 35.107, the Town has designated the Director of Public Works to be the responsible employee to coordinate efforts and carry out any investigation regarding noncompliance with this ADA Transition Plan. The Director of Public Works can be reached at:

Town of Rotterdam
1100 Sunrise Boulevard
Rotterdam, NY 12306
Email: dpw@rotterdamny.org
Phone: (518) 355-7575, ext. 395

The Department of Justice (DOJ) published revised regulations for Title II of the Americans with Disabilities ACT of 1990 in the Federal Register on September 15, 2010. These regulations were adopted and called the 2010 ADA Standards for Accessible Design. These standards set minimum requirements, both scoping and technical, for public accommodation and commercial facilities

to be readily accessible to and usable by individuals with disabilities. The DOJ has assembled an online version of the official standards to increase its use, which is available at (http://www.justice.gov).

The ADA is a civil rights law, the federal enforcement entity for the ADA is the Civil Rights Division of the US Department of Justice. The DOJ enforces ADA through various means: establishing standards for meeting the requirements of the ADA; coordinating enforcement activities of other federal agencies; and, as necessary, taking legal action to require compliance with ADA by state and local governments.

As the Town continues to improve pedestrian access and mobility, this Plan is to be updated periodically until all barriers to accessibility are removed.

3. Existing Code Related to Sidewalks

The Town of Rotterdam Code regarding sidewalks and includes the following chapters:

- Chapter 247 Streets and Sidewalks
- Chapter 270-103 Street and Sidewalk design
- Chapter 270-253 Street and Sidewalk design
- Chapter 150-1 Public Streets, Sidewalks and Parking Lots

The existing town code is consistent with this ADA Transition Plan.

4. Design Guidelines for Pedestrian Facilities

The United State Access Board published final guidelines to assist in the evaluation of accessibility of public facilities, titled, "Public Rights-of-Way Accessibility Guidelines" (PROWAG). Though not yet formally adopted by the DOJ, PROWAG is accepted as a policy. PROWAG provides design guidance for a wide variety of facilities in the public right-of-way, which include curb ramps, sidewalks, pedestrian access routes, traffic signals, and signage. These guidelines are particularly sensitive to people that utilize a wheelchair or have poor vision and are intended to eliminate barriers for accessibility. NYSDOT has developed design standards that are based on guidelines in the PROWAG. The Town of Rotterdam will adopt these standards and details provided in NYSDOT website (https://www.dot.ny.gov/main/business-center/engineering/cadd-info/drawings/standard-sheets-us/608). As design standards change, the Town will adopt the most recent changes developed by NYSDOT.

5. Identifying Barriers to Accessibility

There are a wide variety of obstacles that impact the accessibility of paths for pedestrian travel. Each of these obstacles makes it more challenging for individuals to navigate the pedestrian facilities in the Town. A sidewalk network aids all pedestrians by giving them a designated safe place to travel while near roadways and motor vehicles. Maintaining a smooth sidewalk surface that is free of obstructions helps eliminate tripping hazards. This is especially true for pedestrians with visual impairment along with individuals utilizing a wheelchair, cane, or other mobility assistance devices. Sidewalks generally characterized by excessive cracks, missing segments, broken pieces, or sections displaced by roots present safety issues to pedestrians. Additionally, sidewalk obstructions such as overgrown vegetation, residential items, or general debris are also potential hazards. These types of conditions should be addressed as soon as practically possible through ongoing maintenance and sidewalk improvements.

Curb ramps are important as they offer the crossing pedestrian an entrance to and exit from the crosswalk. The sidewalk area near the curb ramp needs to have adequate space for a person in a wheelchair and be free of obstructions to allow proper sight lines. Shrubs and bushes should not hinder lines of sight between a person in a wheelchair and drivers or cyclists. Curb ramps consist of a sidewalk, a ramp, and a level landing on the street and may also include flares on either side of the ramp. A smooth accessible transition should be provided from the sidewalk to the street. At the street level, curb ramps should be aligned with a high visibility marked crosswalk and installed perpendicular to the roadway being crossed whenever possible to best support a pedestrian with impairments.

Adequate warning for pedestrians with vision impairments when they reach the boundary between a pedestrian crossing and a street is also fundamental. The warning should comprise of a marked contrast in both feel and the appearance of the existing pedestrian walkway. Detectable warning surfaces sometimes called “truncated domes” or “warning domes,” are applied to provide pedestrians physical notice that they are about to enter the roadway travel lane environment. These applications need to be detected underfoot or by a long cane. The tactile warning should be complimented with a visual warning, as the use of a visual contrast will increase its conspicuity to pedestrians whose sight is limited but not completely blind. Detectable warnings with visual contrast that are at least 24 inches wide should be placed at each transition point between a sidewalk and street, including at raised crosswalks and on either side of a median refuge island.

A crosswalk extends the sidewalk network across a street at an intersection or midblock locations. The crosswalk should be highly visible and clearly marked through appropriate

pavement markings along with signage to inform the pedestrian where to safely cross and to alert motorists where pedestrians should be expected. Crosswalk pavement markings should be smooth and slip-resistant and are discussed in the Manual of Uniform Traffic Control Devices (MUTCD). The crosswalk texture may be different from the roadway surface, as this could assist a person with vision restrictions in differentiating between the two. Stamped concrete, brick pavers or other aesthetic applications may also be allowed but must provide a smooth and slip-resistant surface. Alignment is also an important consideration when placing a crosswalk. The crosswalk should be perpendicular to the roadway to create the shortest exposure time and distance for the crossing pedestrian and to allow for proper alignment of someone who is visually impaired.

Another crosswalk treatment that benefits all pedestrians, specifically at intersections are curb extensions. Extending the curb into the crosswalk reduces the distance for pedestrians, increases the sight distance between the pedestrian and the approaching driver, and act as a traffic calming measure. The pedestrian line of sight may also be improved by eliminating parking if allowed near the crosswalk. In addition, the inclusion of a median refuge island where practicable enables pedestrians to complete the crossing in two distinct stages and allows them to focus on fewer approach lanes at any given time. Median refuge islands should be at least five feet wide and be provided with two detectable warning devices at both ends. To accommodate pedestrians in wheelchairs, the landing between the curb ramps on the island should be level and designed to be wide enough to allow two wheelchair users to pass one another.

Fundamentally, the first step to remediating inaccessible facilities is to identify specific accessibility barriers. This Plan includes a two-tiered system to identify and access obstacles in the public right-of-way. This includes a Tier 1 Preliminary Evaluation and a Tier 2 Detailed Evaluation.

A. Tier 1 Preliminary Evaluation

An initial evaluation was conducted that included a condition assessment of the existing sidewalk network for ADA compliance in the Town. This evaluation included online research and visual inspections of the street network to identify deficiencies in the existing pedestrian facilities. This evaluation will be useful to prioritize pedestrian risk, budgeting sidewalk repair locations, and targeting areas that need attention that may represent a potential liability to the Town, County and NYSDOT. The preliminary evaluation will help to determine which locations appear to be non-compliant within the ADA Guidelines and to get a general overview of the complete pedestrian network.

Where sidewalks are provided, each was initially examined utilizing a mapping tool application (Google Earth). Subsequent field investigations were conducted to observe the location and current condition of the sidewalk. A preliminary rating for the sidewalk was then finalized.

B. Tier 2 Detailed Evaluation

This evaluation requires measuring the physical attributes, such as width, running slope, and gaps in the curb ramp or sidewalk to determine specific ADA compliance barriers. Detailed evaluations are typically conducted as part of a planned and funded improvement project via a field survey, which is outside of the scope of this Plan. If funding becomes available, performing actual field measurements is recommended.

6. Evaluation Accessibility Ratings

The following accessibility condition ratings were established for the ADA Transition Plan:

Rating	Description
1- Not Applicable	Sidewalks and/or walkways are not provided.
2- Not Accessible (Poor)	Sidewalks that show significant signs of aging and/or deterioration. This includes excessive cracking and spalling that can result in a rough surface.
3- Partially Accessible (Fair)	Sidewalks may exhibit evidence of age, such as shrinkage cracking, minor spalling, or other minor structural defects. However, defects are not so severe as to affect performance.
4- Mostly Accessible (Good)	Sidewalks are in good condition with no large cracks, spalling or other structural defects. Panels do not show heave or misalignment that could pose a pedestrian tripping hazard.
5 – Fully Accessible (New)	Designed to current standards, and presence of detectable warnings at curb ramp locations. Sidewalk that has no signs of staining, excessive dirt, or any structural defects.

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7. Sidewalk Ratings Photos

The following pages contain photographs depicting sidewalk ratings 2 through 5 of the existing pedestrian facility. These examples of sidewalks were chosen from the many sidewalk networks throughout the Town of Rotterdam.

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Photo 1 **Example of Rating 2**	

Photo 2 **Example of Rating 3**	

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Photo 3 **Example of Rating 4**	

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Photo 4 **Example of Rating 5**	

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8. Sidewalk Evaluation Summary

As previously stated, a Tier 1 preliminary evaluation was conducted of the sidewalk network in the Town and the results are provided in Appendix A. Where there are no sidewalks or walkways, the roadway was not included in Appendix A. The following is an overall summary of accessibility condition ratings two (2) through five (5) where sidewalks or walkways are provided:

Ratings	Percentage
(5) Fully Accessible (New)	*6.0%*
(4) Mostly Accessible (Good)	39.9%
(3) Partially Accessible (Fair)	46.6%
(2) Not Accessible (Poor)	7.5%
Total	100%

Based upon the results of the preliminary evaluation, there is a considerable amount of investment that needs to be made to improve the existing sidewalks network, not to mention the many roadways in the town where sidewalks are not present, especially in residential areas.

As future improvements are implemented, the following features should be included as a minimum:

a. A stable surface should be considered. Loose material such as gravel or stone dust generally does not meet the ADA requirements. Also, grass is not considered a firm stable surface. Concrete sidewalks should be considered the standard. Asphalt and other materials may be considered depending on the application and scope of the improvements.
b. ADA ramps that are clear of obstructions and connected to a pedestrian path or accessible walkway.
c. Sidewalks with cross slopes of no greater than 2% (1/50) should be provided for all pedestrian facilities.
d. Accessible connections to a street, sidewalk, path, etc. that are at least five feet wide.

9. Methods of Removing Barriers

The Town should use different approaches to remove barriers in the public right-of-way, including pro-actively identifying and eliminating the barrier and responding to public concerns regarding pedestrian access issues. This proactive approach includes:

a. Investigating and submitting pedestrian improvement projects for state and federal funding opportunities.
b. When Town funding is available, programming projects to improve pedestrian opportunities.
c. Encouraging private development projects to provide pedestrian facilities that are with ADA compliant.

When prioritizing investments, the following are barriers removal priorities with respect to the existing pedestrian facilities that are not in compliance with current ADA design guidelines:

a. Local government facilities such as Town Offices, Schools, and Community Centers.
b. Commercial and employment centers such as Business Districts and Medical Facilities.
c. Highly Developed residential areas where there is a high volume of pedestrian traffic.
d. Other areas such as parks and historic sites.

In addition, where pedestrian facilities are not provided, the above should be priorities for adding new facilities.

10. Public Complaint Process

A transparent public engagement process is an integral part of an effective ADA Transition Plan. Direct feedback and requests to improve existing pedestrian facilities often assist in the prioritization of improvements. The best way to file a complaint about accessibility is to contact the Town of Rotterdam Department of Public Works (DPW). The information will then be routed to the proper personnel for inspection and possible action. DPW personnel will then respond with its findings and a reasonable response will be given to the complaint/requestor. The DPW can be contacted via e-mail or phone call at:

- dpw@rotterdamny.org
- Phone: (518) 355-7575

11. Implementation

Prior to implementation, it is important that the public has an opportunity to provide input on the Plan as well as feedback after it is implemented. The Town will utilize a multifaceted approach for the implementation of improvements to non-compliant facilities. This will include traditional capital improvement projects as well as requiring private development to upgrade deficient improvements or build new facilities when practicable. Compliance is required to the extent practicable within the scope of investments made to improve the transportation system.

More specifically, the Town intends to improve ADA Accessibility by incorporating the following approaches:

a. The Town actively pursues state and federal sources of project specific funding that include investments in compliant pedestrian facilities in the public right-of-way.
b. Private development construction projects that disturb non-compliant facilities or generate pedestrian travel are required to reconstruct facilities to compliance as a component of their permit.
c. When the Town undertakes street rehab projects such as the milling and paving of town roads, the sidewalks and intersections are repaired or installed to ADA compliant standards if funding allows.

As with any effective planning document, the Town of Rotterdam's ADA Transition Plan will require continued review and updating. If new regulations are adopted or new information is available that alters the intent of The Plan, the Town intends to add appendices to this document reflecting those changes. If members of the public wish to see changes made to The Plan, they are encouraged to submit comments to the Town of Rotterdam Department of Public Works.

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APPENDIX A

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TOWN OF ROTTERDAM ADA TRANSITION PLAN								
Route	Road Name	Side_of_Road	From	To	Surface_Type	Length_Mi	Length_Ft	LOCATION	RATING
CR 160	Guilderland Ave	E	Laura St	2558 Guilderland Ave	C	0.010	51.46	Rotterdam	2
CR 160	Guilderland Ave	W	Draper Ave	NY 7 Curry Rd	C/A	0.071	374.86	Rotterdam	4
CR 160	Guilderland Ave	W	Rotterdam Town Line/Schenectady City Line	2513 Guilderland Ave Driveway North	C	0.009	46.16	Rotterdam	4
CR 160	Guilderland Ave	W	2513 Guilderland Ave Driveway North	2513 Guilderland Ave Driveway South	C	0.016	83.84	Rotterdam	4
CR 160	Guilderland Ave	W	2513 Guilderland Ave Driveway South	2541 Guilderland Ave Parking Lot	C	0.004	19.78	Rotterdam	4
CR 161	Broadway	N	Dunkin Donuts Entrance	Cox Ave	C	0.006	30.66	Rotterdam	5
CR 161	Broadway	N	Dunkin Donuts Exit	Dunkin Donuts Entrance	C	0.009	47.05	Rotterdam	5
CR 161	Broadway	N	Dunkin Donuts Property Line	Dunkin Donuts Exit	C	0.003	17.27	Rotterdam	5
CR 48	Highbridge Rd	N	1260 Highbridge Rd	1248 Highbridge Rd Driveway	C	0.025	133.93	Rotterdam	3
CR 48	Highbridge Rd	N	1248 Highbridge Rd Driveway	1240 Highbridge Rd Driveway	C	0.003	16.00	Rotterdam	3
CR 48	Highbridge Rd	N	1240 Highbridge Rd Driveway	1232 Highbridge Rd Driveway	C	0.013	69.68	Rotterdam	3
CR 48	Highbridge Rd	N	1232 Highbridge Rd Driveway	E Palmer Ave	C	0.012	63.64	Rotterdam	3
CR 48	Highbridge Rd	N	1212 Highbridge Rd Driveway	1200 Highbridge Rd Driveway	C/A	0.047	249.29	Rotterdam	3
CR 48	Highbridge Rd	N	1200 Highbridge Rd Driveway	Palmer St	C/A	0.022	113.59	Rotterdam	3
CR 48	Highbridge Rd	N	Palmer St	9 Phyllis Ct Driveway	C	0.121	639.15	Rotterdam	3
CR 48	Highbridge Rd	N	9 Phyllis Ct Driveway	1138 Highbridge Rd Driveway	C	0.021	108.97	Rotterdam	3
CR 48	Highbridge Rd	N	1138 Highbridge Rd Driveway	Polsin Dr	C	0.013	69.88	Rotterdam	3
CR 48	Highbridge Rd	N	Polsin Dr	1124 Highbridge Rd Driveway	C	0.017	87.48	Rotterdam	3
CR 48	Highbridge Rd	N	1124 Highbridge Rd Driveway	1120 Highbridge Rd Driveway	C	0.005	29.02	Rotterdam	3
CR 48	Highbridge Rd	N	1116 Highbridge Rd	1116 Highbridge Rd Driveway	A	0.007	35.71	Rotterdam	3
CR 48	Highbridge Rd	N	100 Mercer Ave Driveway	Mercer Ave	C/A	0.013	68.61	Rotterdam	3
CR 48	Highbridge Rd	N	1120 Highbridge Rd Driveway	1116 Highbridge Rd	C	0.009	47.83	Rotterdam	3
CR 48	Highbridge Rd	N	Bryan Ave	E Campbell Rd	C	0.055	291.67	Rotterdam	3
CR 48	Highbridge Rd	S	Sherwood Rd	1257 Highbridge Rd	A/C	0.041	215.47	Rotterdam	3
CR 48	Highbridge Rd	S	1225 Highbridge Rd Driveway	Sherwood Rd	C	0.020	105.78	Rotterdam	3
CR 48	Highbridge Rd	S	Devendorf Rd	1225 Highbridge Rd Driveway	C	0.101	531.59	Rotterdam	3
CR 48	Highbridge Rd	S	1157 Highbridge Rd	Devendorf Rd	A	0.086	452.28	Rotterdam	3
CR 48	Highbridge Rd	S	1153 Highbridge Rd Driveway	1157 Highbridge Rd Driveway	C	0.007	35.85	Rotterdam	3
CR 48	Highbridge Rd	S	1113 Highbridge Rd Driveway	1153 Highbridge Rd Driveway	A/C	0.107	566.28	Rotterdam	3
CR 48	Highbridge Rd	S	Peter Rd	1113 Highbridge Rd Driveway	C	0.038	201.31	Rotterdam	3
CR 48	Highbridge Rd	S	Off Ramp from I890 WB	Peter Rd	C	0.097	510.67	Rotterdam	4
CR 48	Highbridge Rd	S	On Ramp to I890 EB	Off Ramp from I890 WB	C	0.065	341.14	Rotterdam	4
CR 48	Highbridge Rd	S	1021 Highbridge Rd Exit	On Ramp to I890 EB	C	0.091	480.15	Rotterdam	4
CR 48	Highbridge Rd	S	E Campbell Rd	1021 Highbridge Rd Entrance	C	0.070	371.65	Rotterdam	4
CR 75	Helderberg Ave	E	Dunkin Donuts Exit	NY 7 Curry Rd	C	0.017	89.66	Rotterdam	3
CR 75	Helderberg Ave	E	Curry Rd	1911 Curry Rd Driveway	C	0.004	19.32	Rotterdam	3
CR 75	Helderberg Ave	E	1911 Curry Rd Driveway	1846 Helderberg Ave Driveway	C	0.014	73.35	Rotterdam	3
CR 75	Helderberg Ave	E	1842 Helderberg Ave	1838 Helderberg Ave Driveway	C	0.014	76.40	Rotterdam	3
CR 75	Helderberg Ave	E	1838 Helderberg Ave Driveway	1834 Helderberg Ave Driveway	C	0.005	25.80	Rotterdam	3
CR 75	Helderberg Ave	E	1830 Helderberg Ave Driveway	1828 Helderberg Ave Driveway	C	0.009	48.01	Rotterdam	3
CR 75	Helderberg Ave	E	1828 Helderberg Ave Driveway	Leo Ave	C	0.171	902.98	Rotterdam	3
CR 75	Helderberg Ave	E	Leo Ave	Dodge St	C	0.116	614.68	Rotterdam	3
CR 75	Helderberg Ave	E	Dodge St	Carlton St	C	0.050	262.86	Rotterdam	4
CR 75	Helderberg Ave	E	Carlton St	Westside Ave	C	0.039	205.58	Rotterdam	3
CR 75	Helderberg Ave	E	Westside Ave	Parker St	C	0.041	215.77	Rotterdam	3
CR 75	Helderberg Ave	E	Parker St	Woodlawn St	C	0.040	212.39	Rotterdam	4
CR 75	Helderberg Ave	E	Woodlawn St	Amelia St	C	0.040	212.11	Rotterdam	3
CR 75	Helderberg Ave	W	NY 7 Curry Rd	Priscilla La	C	0.175	926.35	Rotterdam	3
CR 75	Helderberg Ave	W	Priscilla La	Miles Standish Rd	C	0.090	473.22	Rotterdam	4
CR 75	Helderberg Ave	W	Miles Standish Rd	John Alden La	C	0.053	281.59	Rotterdam	4
CR 75	Helderberg Ave	W	John Alden La	2019 Helderberg Ave Driveway	A	0.043	228.30	Rotterdam	4
CR 75	Helderberg Ave	W	2037 Helderberg Ave Driveway	2045 Helderberg Ave Driveway	A	0.023	122.86	Rotterdam	3
CR 75	Helderberg Ave	W	2045 Helderberg Ave Driveway	Crestwood Dr	A	0.004	21.67	Rotterdam	3
CR 75	Helderberg Ave	W	Crestwood Dr	Crosswalk to School Property	A	0.017	90.11	Rotterdam	5
CR 75	Helderberg Ave	W	2019 Helderberg Ave Driveway	Bayberry Rd	A	0.017	91.31	Rotterdam	3
CR 75	Helderberg Ave	W	Bayberry Rd	2025 Helderberg Ave Driveway	A	0.011	59.36	Rotterdam	3
CR 75	Helderberg Ave	W	2025 Helderberg Ave Driveway	2029 Helderberg Ave Driveway	A	0.002	13.11	Rotterdam	3
CR 75	Helderberg Ave	W	2029 Helderberg Ave Driveway	2033 Helderberg Ave Driveway	A	0.010	53.80	Rotterdam	3
CR 75	Helderberg Ave	W	2033 Helderberg Ave Driveway	2037 Helderberg Ave Driveway	A	0.017	92.27	Rotterdam	3
CR 75	Helderberg Ave	W	Robinwood Ave	1829 Helderberg Ave	A	0.073	383.46	Rotterdam	4
CR 81	Dunnsville Rd	E	Golub Warehouse Internal Rd	Golub Warehouse Access Rd	C	0.066	348.99	Rotterdam	4
CR 81	Dunnsville Rd	E	Golub Warehouse Access Rd	NY 7 Duanesburg Rd	C	0.069	363.48	Rotterdam	3
CR 83	Princetown Rd	N	398 Princetown Rd Driveway	404 Princetown Rd Driveway	C	0.005	26.08	Rotterdam	3
CR 83	Princetown Rd	N	Wellington Ave	344 Princetown Rd Driveway	A	0.040	210.24	Rotterdam	3
CR 83	Princetown Rd	N	326 Princetown Rd Driveway	Wellington Ave	A	0.008	42.58	Rotterdam	3
CR 83	Princetown Rd	N	314 Princetown Rd Driveway	326 Princetown Rd Driveway	A	0.012	62.60	Rotterdam	3
CR 83	Princetown Rd	N	310 Princetown Rd Driveway	314 Princetown Rd Driveway	A	0.004	22.52	Rotterdam	3
CR 83	Princetown Rd	N	Myrtle Ave	310 Princetown Rd Driveway	A	0.024	128.70	Rotterdam	3
CR 83	Princetown Rd	N	Ford Ave	210 Princetown Rd Driveway	A	0.050	263.62	Rotterdam	3
CR 83	Princetown Rd	N	210 Princetown Rd Driveway	Caroline Ave	A	0.060	316.79	Rotterdam	3
CR 83	Princetown Rd	N	282 Princetown Rd Driveway	Myrtle Ave	A	0.006	29.12	Rotterdam	3
CR 83	Princetown Rd	N	278 Princetown Rd Driveway	282 Princetown Rd Driveway	A	0.011	56.87	Rotterdam	3
CR 83	Princetown Rd	N	Caroline Ave	278 Princetown Rd Driveway	A	0.036	190.09	Rotterdam	3
CR 83	Princetown Rd	S	Mariaville Rd	370 Mariaville Rd Driveway East	C	0.014	72.48	Rotterdam	4
CR 83	Princetown Rd	S	Ford St	191 Princetown Rd Driveway	A	0.008	43.26	Rotterdam	3
CR 83	Princetown Rd	S	191 Princetown Rd Driveway	183 Princetown Rd Driveway	A	0.006	29.59	Rotterdam	3
CR 83	Princetown Rd	S	183 Princetown Rd Driveway	175 Princetown Rd Driveway	A	0.019	101.14	Rotterdam	3
CR 83	Princetown Rd	S	175 Princetown Rd Driveway	173 Princetown Rd Driveway	A	0.006	32.42	Rotterdam	3
CR 83	Princetown Rd	S	173 Princetown Rd Driveway	171 Princetown Rd Driveway	A	0.007	37.93	Rotterdam	3
CR 83	Princetown Rd	S	171 Princetown Rd Driveway	167 Princetown Rd Driveway	A	0.006	30.68	Rotterdam	3
CR 83	Princetown Rd	S	167 Princetown Rd Driveway	163 Princetown Rd Driveway	A	0.007	38.75	Rotterdam	3
CR 83	Princetown Rd	S	163 Princetown Rd Driveway	159 Princetown Rd Driveway	A	0.014	73.29	Rotterdam	3
CR 83	Princetown Rd	S	159 Princetown Rd Driveway	Kelly St	A	0.015	81.58	Rotterdam	3
CR 83	Princetown Rd	S	Kelly St	103 Princetown Rd Driveway	A	0.011	59.53	Rotterdam	3
CR 83	Princetown Rd	S	103 Princetown Rd Driveway	101A Princetown Rd Driveway	A	0.015	77.00	Rotterdam	3
CR 83	Princetown Rd	S	101A Princetown Rd Driveway	101 Princetown Rd Driveway East	A	0.005	26.12	Rotterdam	3
CR 83	Princetown Rd	S	101 Princetown Rd Driveway East	101 Princetown Rd Driveway West	A	0.025	132.42	Rotterdam	3
CR 83	Princetown Rd	S	101 Princetown Rd Driveway West	51 Princetown Rd Driveway	A	0.009	47.38	Rotterdam	3
CR 83	Princetown Rd	S	51 Princetown Rd Driveway	Turnbull St	A	0.014	71.33	Rotterdam	3
NY 103	Bridge St	E	0.009 Miles NW of 1304 Main St	2 Bridge St Driveway	C	0.025	130.85	Rotterdam	3
NY 103	Bridge St	E	2 Bridge St Driveway	4 Bridge St Driveway	C	0.015	77.28	Rotterdam	3
NY 103	Bridge St	E	4 Bridge St Driveway	Leonard St	C	0.039	203.79	Rotterdam	3
NY 103	Bridge St	E	Leonard St	Riverside Dr	C	0.058	306.68	Rotterdam	3
NY 103	Bridge St	W	.047 Miles N of Ulrich Dr	Rotterdam Town/Glenville Town Line	C	0.099	524.86	Rotterdam	5
NY 146	Carman Rd	E	NY 7 Curry Rd	0.019 Miles South of Roundabout	C	0.019	98.42	Rotterdam	4
NY 146	Carman Rd	E	3157 Carman Rd	3157 Carman Rd Driveway	C	0.018	93.35	Rotterdam	4
NY 146	Carman Rd	E	3157 Carman Rd Driveway	3157 Carman Rd	C	0.024	124.97	Rotterdam	4
NY 146	Carman Rd	W	3088 Carman Rd Driveway North	NY 7 Curry Rd	C	0.030	158.16	Rotterdam	5
NY 146	Hamburg St	E	Rotterdam Town Line/Schenectady City Line	1905 Hamburg St Driveway	C	0.012	65.65	Rotterdam	3
NY 146	Hamburg St	E	1951 Hamburg St Driveway	Schermerhorn St	A	0.043	229.51	Rotterdam	3
NY 146	Hamburg St	E	Schermerhorn St	2011 Hamburg St Driveway	C/A	0.026	138.26	Rotterdam	2
NY 146	Hamburg St	E	2015 Hamburg St Driveway	2029 Hamburg St Driveway	A	0.020	103.94	Rotterdam	3

NY 146	Hamburg St	E	Central Ave	2113 Hamburg St Driveway	C	0.020	105.25	Rotterdam	3
NY 146	Hamburg St	E	2115 Hamburg St Driveway	Hayes Ave	C	0.249	1315.25	Rotterdam	3
NY 146	Hamburg St	E	Hayes Ave	2nd St	C	0.011	57.98	Rotterdam	2
NY 146	Hamburg St	E	2nd St	2319 Hamburg St	C/A	0.038	201.07	Rotterdam	5
NY 146	Hamburg St	E	2329 Hamburg St	Third St	A/C	0.039	206.95	Rotterdam	5
NY 146	Hamburg St	E	Third St	2435 Hamburg St Driveway	A	0.013	70.59	Rotterdam	5
NY 146	Hamburg St	E	2457 Hamburg St	Fourth St	C/A	0.016	84.33	Rotterdam	5
NY 146	Hamburg St	E	Fourth St	2509 Hamburg St	A	0.024	124.77	Rotterdam	5
NY 146	Hamburg St	E	2521 Hamburg St	2537 Hamburg St	A	0.025	130.18	Rotterdam	5
NY 146	Hamburg St	E	2553 Hamburg St	2553 Hamburg St	A	0.012	63.34	Rotterdam	5
NY 146	Hamburg St	E	2625 Hamburg St	E Campbell Rd	A	0.069	365.90	Rotterdam	5
NY 146	Hamburg St	E	E Campbell Rd	May Ave	C	0.033	175.69	Rotterdam	5
NY 146	Hamburg St	E	3065 Hamburg St Entrance	NY 7 Curry Rd	C	0.016	86.10	Rotterdam	4
NY 146	Hamburg St	E	NY 7 Curry Rd WB	NY 7 Curry Rd EB	C	0.002	9.11	Rotterdam	4
NY 146	Hamburg St	W	2002 Hamburg St Parking Lot	1870 Hamburg St Driveway South	C	0.125	661.08	Rotterdam	3
NY 146	Hamburg St	W	1870 Hamburg St Driveway South	Rotterdam Town Line/Schenectady City Line	C	0.005	24.18	Rotterdam	2
NY 146	Hamburg St	W	2034 Hamburg St	2002 Hamburg St Parking Lot	C/A	0.066	348.63	Rotterdam	3
NY 146	Hamburg St	W	2122 Hamburg St	2102 Hamburg St	C	0.025	129.62	Rotterdam	3
NY 146	Hamburg St	W	0.188 Miles North of End of Bridge near Caldicott Rd	2122 Hamburg St	C	0.062	328.32	Rotterdam	4
NY 146	Hamburg St	W	End of Bridge near Caldicott Rd	0.188 Miles North	C	0.188	993.21	Rotterdam	4
NY 146	Hamburg St	W	2306 Hamburg St Driveway	Caldicott Rd	C	0.010	50.98	Rotterdam	5
NY 146	Hamburg St	W	Chepstow Rd	2314 Hamburg St	C	0.026	138.97	Rotterdam	5
NY 146	Hamburg St	W	2354 Hamburg St Parking Lot	Chepstow Rd	A	0.031	162.89	Rotterdam	5
NY 146	Hamburg St	W	2694Hamburg St Entrance	2692 Hamburg St Parking Lot	C	0.029	151.06	Rotterdam	4
NY 146	Hamburg St	W	Arlene St	2740 Hamburg St Driveway	C	0.021	110.98	Rotterdam	4
NY 146	Hamburg St	W	Saint Adalbert Cemetery Southern Property Line	Saint Adalbert Cemetery Exit	C/A	0.026	138.75	Rotterdam	4
NY 146	Hamburg St	W	Saint Adalbert Cemetery Driveway North	2788 Hamburg St Exit	A	0.066	346.81	Rotterdam	4
NY 146	Hamburg St	W	Saint Adalbert Cemetery Driveway Middle	Saint Adalbert Cemetery Driveway North	A	0.033	176.29	Rotterdam	4
NY 146	Hamburg St	W	Saint Adalbert Cemetery Exit	Saint Adalbert Cemetery Driveway Middle	A	0.061	321.62	Rotterdam	4
NY 146	Hamburg St	W	2958 Hamburg St Driveway	Fasula Blvd	A	0.010	53.72	Rotterdam	5
NY 146	Hamburg St	W	2958 Hamburg St	2958 Hamburg St Driveway	A	0.015	77.63	Rotterdam	4
NY 146	Hamburg St	W	2968 Hamburg St	2968 Hamburg St	A	0.007	34.68	Rotterdam	4
NY 146	Hamburg St	W	3030 Hamburg St Driveway	2988 Hamburg St Driveway	A	0.008	40.39	Rotterdam	4
NY 146	Hamburg St	W	3030 Hamburg St Driveway	3030 Hamburg St	C	0.020	107.94	Rotterdam	4
NY 146	Hamburg St	W	3040 Hamburg St Driveway	3030 Hamburg St Driveway	C	0.046	245.08	Rotterdam	4
NY 146	Hamburg St	W	3060 Hamburg St Driveway	3040 Hamburg St Driveway	C	0.022	116.46	Rotterdam	4
NY 146	Hamburg St	W	NY 7 Curry Rd	3060 Hamburg St Driveway	C	0.028	146.37	Rotterdam	4
NY 146	Hamburg St	W	NY 7 Curry Rd EB	NY 7 Curry Rd WB	C	0.001	6.77	Rotterdam	5
NY 158	Guilderland Ave	E	Oak St	2824 Guilderland Ave	C	0.066	349.49	Rotterdam	3
NY 158	Guilderland Ave	E	2864 Guilderland Ave	Oak St	A	0.009	48.34	Rotterdam	3
NY 158	Guilderland Ave	E	2886 Guilderland Ave Driveway	2878 Guilderland Ave Driveway	C/A	0.009	50.05	Rotterdam	3
NY 158	Guilderland Ave	E	2890 Guilderland Ave	2890 Guilderland Ave	C/A	0.006	32.78	Rotterdam	3
NY 158	Guilderland Ave	E	2926 Guilderland Ave	Spruce St	A/C	0.047	246.20	Rotterdam	3
NY 158	Guilderland Ave	E	Miles Standish Rd	End of RR Bridge Underpass	C	0.089	467.42	Rotterdam	3
NY 158	Guilderland Ave	W	NY 7 Curry Rd	Lawndale Ave	C	0.051	270.39	Rotterdam	5
NY 158	Guilderland Ave	W	Lawndale Ave	2891 Guilderland Ave Parking Lot	C/A	0.105	554.61	Rotterdam	3
NY 158	Guilderland Ave	W	Vinewood Ave	2907 Guilderland Ave Driveway	A	0.012	62.22	Rotterdam	3
NY 158	Guilderland Ave	W	2907 Guilderland Ave Driveway	2973 Guilderland Ave Driveway	A	0.111	586.51	Rotterdam	3
NY 158	Guilderland Ave	W	2973 Guilderland Ave Driveway	Sunrise Blvd	A	0.031	163.23	Rotterdam	3
NY 158	Guilderland Ave	W	Sunrise Blvd	3065 Guilderland Ave Parking Lot	A	0.071	377.38	Rotterdam	3
NY 158	Guilderland Ave	W	3065 Guilderland Ave Parking Lot	Tulip St	A	0.012	65.25	Rotterdam	3
NY 158	Guilderland Ave	W	Tulip St	Palm Ave	A	0.019	100.79	Rotterdam	3
NY 158	Guilderland Ave	W	Palm Ave	3101 Guilderland Ave Driveway	A/C	0.044	233.66	Rotterdam	3
NY 158	Guilderland Ave	W	Beginning of RR Bridge Underpass	End of RR Bridge Underpass	C	0.059	310.82	Rotterdam	3
NY 159	Mariaville Rd	N	370 Mariaville Rd Driveway East	Princetown Rd	C	0.015	78.10	Rotterdam	4
NY 159	Mariaville Rd	N	404 Princetown Rd Driveway	3075 Broadway Exit	C	0.003	16.35	Rotterdam	5
NY 159	Mariaville Rd	N	370 Mariaville Rd Driveway West	370 Mariaville Rd Driveway East	C	0.012	62.37	Rotterdam	4
NY 159	Mariaville Rd	N	362 Mariaville Rd	370 Mariaville Rd Driveway West	C	0.039	207.42	Rotterdam	4
NY 159	Mariaville Rd	N	362 Mariaville Rd Driveway	362 Mariaville Rd	C	0.013	69.84	Rotterdam	4
NY 159	Mariaville Rd	N	326 Mariaville Rd Parking Lot	362 Mariaville Rd Driveway	C	0.067	356.11	Rotterdam	4
NY 159	Mariaville Rd	N	Burnett St	326 Mariaville Rd Parking Lot	C	0.048	253.87	Rotterdam	4
NY 159	Mariaville Rd	N	Ford St	Burnett St	C	0.168	887.02	Rotterdam	4
NY 159	Mariaville Rd	N	Kelly St	Ford St	C	0.115	607.76	Rotterdam	4
NY 159	Mariaville Rd	N	136 Mariaville Rd	Kelly St	C	0.039	208.23	Rotterdam	4
NY 159	Mariaville Rd	N	116 Mariaville Rd	126 Mariaville Rd	C	0.006	30.07	Rotterdam	3
NY 159	Mariaville Rd	N	Old Mariaville Rd	114 Mariaville Rd	C	0.014	74.14	Rotterdam	3
NY 159	Mariaville Rd	S	395 Mariaville Rd Parking Lot	Phillip St	C	0.161	848.05	Rotterdam	3
NY 159	Mariaville Rd	S	378 Duanesburg Rd Parking Lot	395 Mariaville Rd Parking Lot	C	0.029	155.36	Rotterdam	4
NY 159	Mariaville Rd	S	Phillip St	William St	C	0.037	196.54	Rotterdam	3
NY 159	Mariaville Rd	S	William St	Franklin St	C	0.051	268.68	Rotterdam	3
NY 159	Mariaville Rd	S	Franklin St	Taylor St	C	0.053	279.38	Rotterdam	3
NY 159	Mariaville Rd	S	Harold St	Martin St	C	0.057	299.88	Rotterdam	4
NY 159	Mariaville Rd	S	Taylor St	Harold St	C	0.049	260.26	Rotterdam	3
NY 159	Mariaville Rd	S	Martin St	Delmar Ave	C	0.066	347.40	Rotterdam	3
NY 337	W Campbell Rd	E	Via Port Rotterdam Exit	Long Pond Dr	C	0.083	437.57	Rotterdam	5
NY 337	W Campbell Rd	E	Long Pond Dr	Dunkin Donuts Entrance	C	0.050	264.16	Rotterdam	5
NY 337	W Campbell Rd	E	Dunkin Donuts Exit	141 W Campbell Rd Entrance	C	0.035	184.98	Rotterdam	4
NY 337	W Campbell Rd	E	141 W Campbell Rd Exit	Old River Rd	C	0.032	169.07	Rotterdam	4
NY 5	Western Gateway Bridge	N	Rotterdam Town/Glenville Town Line	Ramp from SCCC Connecting Rd	C	0.360	1902.57	Rotterdam	4
NY 5	Western Gateway Bridge	S	Schenectady City/Rotterdam Town Line	Ramp from SCCC to NY 5 EB	C	0.059	309.69	Rotterdam	4
NY 5	Western Gateway Bridge	S	Ramp from SCCC to NY 5 EB	Ramp from NY 5 EB to SCCC	C	0.032	169.91	Rotterdam	4
NY 5	Western Gateway Bridge	S	Ramp from NY 5 EB to SCCC	Rotterdam Town/Glenville Town Line	C	0.364	1922.28	Rotterdam	4
NY 5S	Main St	N	1304 Main St	0.009 Miles NW	A/C	0.009	46.63	Rotterdam	3
NY 5S	Main St	N	Spruce St	1304 Main St	A	0.065	340.94	Rotterdam	3
NY 5S	Main St	N	Woestina St	Spruce St	A	0.054	284.69	Rotterdam	3
NY 5S	Main St	N	Bradt St	Orchard St	A	0.059	311.42	Rotterdam	3
NY 5S	Main St	N	1252 Main St Driveway	Bradt St	A	0.027	142.82	Rotterdam	3
NY 5S	Main St	N	1250 Main St	1250 Main St	A	0.008	40.53	Rotterdam	3
NY 5S	Main St	N	Market St	1246 Main St	A	0.011	59.32	Rotterdam	2
NY 5S	Main St	N	1248 Main St	1248 Main St	C	0.009	46.29	Rotterdam	3
NY 5S	Main St	N	1234 Main St Driveway	Market St	A	0.022	118.60	Rotterdam	3
NY 5S	Main St	N	Putnam St	1234 Main St Driveway	A	0.028	148.52	Rotterdam	3
NY 5S	Main St	N	1228 Main St Parking Lot	Putnam St	A	0.021	109.45	Rotterdam	3
NY 5S	Main St	N	Parkis St	1206 Main St	C/A	0.032	167.13	Rotterdam	3
NY 5S	Main St	N	1652 Main St (End of Bridge Guide Rail)	Elm St	A	0.012	61.14	Rotterdam	3
NY 5S	Main St	N	Elm St	1660 Main St	A/C	0.047	247.00	Rotterdam	3
NY 5S	Main St	S	Erie St	1299 Main St Driveway	A	0.009	45.71	Rotterdam	2
NY 5S	Main St	S	1299 Main St Driveway	1297 Main St Driveway	A	0.011	56.56	Rotterdam	2
NY 5S	Main St	S	1297 Main St Driveway	1295 Main St Driveway	A	0.010	52.17	Rotterdam	2
NY 5S	Main St	S	1295 Main St Driveway	1293 Main St Driveway	A	0.008	41.58	Rotterdam	2
NY 5S	Main St	S	1293 Main St Driveway	Iroquois St	C	0.023	121.90	Rotterdam	3
NY 5S	Main St	S	Crosswalk to Woestina Elementary School	Lock St	C/A	0.053	282.47	Rotterdam	3
NY 5S	Main St	S	Lock St	Scrafford La	C/A	0.179	946.39	Rotterdam	2
NY 5S	Main St	S	1229 Main St	1225 Main St	A	0.036	189.66	Rotterdam	2
NY 5S	Main St	S	Scrafford La	1229 Main St	C	0.035	186.77	Rotterdam	3

NY 5S	Main St	W	Mabie La	Karl St	A	0.098	518.45	Rotterdam	2
NY 7	Curry Rd	E	Deforest Ave	1925 Curry Rd Entrance	C	0.021	110.29	Rotterdam	4
NY 7	Curry Rd	E	1925 Curry Rd Entrance	1925 Curry Rd Exit	C	0.003	15.13	Rotterdam	4
NY 7	Curry Rd	E	1925 Curry Rd Exit	Altamont Ave	C	0.037	196.21	Rotterdam	4
NY 7	Curry Rd	N	3065 Hamburg St Exit	NY 146 Hamburg St	C	0.023	123.09	Rotterdam	4
NY 7	Curry Rd	N	NY 146 Hamburg St NB	NY 146 Hamburg St SB	C	0.002	9.49	Rotterdam	4
NY 7	Curry Rd	N	NY 146 Hamburg St	3060 Hamburg St Main Driveway	C	0.043	224.56	Rotterdam	4
NY 7	Curry Rd	N	3060 Hamburg St Main Driveway	3060 Hamburg St Rear Driveway	C	0.039	207.54	Rotterdam	4
NY 7	Curry Rd	N	3060 Hamburg St Rear Driveway	2475 Curry Rd Driveway	A	0.008	42.54	Rotterdam	4
NY 7	Curry Rd	N	2475 Curry Rd Driveway	2467 Curry Rd Driveway	A	0.016	86.05	Rotterdam	3
NY 7	Curry Rd	N	2467 Curry Rd Driveway	3028 Hamburg St Side Driveway	A	0.012	64.54	Rotterdam	3
NY 7	Curry Rd	N	3028 Hamburg St Side Driveway	2445 Curry Rd Driveway	A/C	0.039	204.36	Rotterdam	3
NY 7	Curry Rd	N	2445 Curry Rd Driveway	2445 Curry Rd Driveway	A/C	0.012	65.35	Rotterdam	3
NY 7	Curry Rd	N	2445 Curry Rd Driveway	2429 Curry Rd Driveway	A/C	0.021	113.21	Rotterdam	2
NY 7	Curry Rd	N	2429 Curry Rd Driveway	2427 Curry Rd Driveway	A/C	0.009	49.23	Rotterdam	3
NY 7	Curry Rd	N	0.02 Miles West	2415 Curry Rd Driveway	C	0.016	85.16	Rotterdam	3
NY 7	Curry Rd	N	2427 Curry Rd Driveway	0.02 Miles West	A	0.020	107.90	Rotterdam	3
NY 7	Curry Rd	N	2415 Curry Rd Driveway	2415 Curry Rd Property Line	C	0.044	231.15	Rotterdam	3
NY 7	Curry Rd	N	2415 Curry Rd Property Line	2397 Curry Rd Driveway	A/C	0.027	141.62	Rotterdam	3
NY 7	Curry Rd	N	2397 Curry Rd Driveway	2395 Curry Rd Driveway	A/C	0.008	42.08	Rotterdam	3
NY 7	Curry Rd	N	2395 Curry Rd Driveway	2391 Curry Rd Driveway	A/C	0.010	51.48	Rotterdam	3
NY 7	Curry Rd	N	2391 Curry Rd Driveway	2381 Curry Rd Driveway	C/A	0.021	111.23	Rotterdam	3
NY 7	Curry Rd	N	2381 Curry Rd Driveway	2365 Curry Rd Driveway	C/A	0.054	283.16	Rotterdam	3
NY 7	Curry Rd	N	2365 Curry Rd Driveway	2337 Curry Rd Driveway	C/A	0.075	396.44	Rotterdam	3
NY 7	Curry Rd	N	2337 Curry Rd Driveway	Kinsgwood Ct	A	0.011	55.78	Rotterdam	3
NY 7	Curry Rd	N	Kinsgwood Ct	2331 Curry Rd Driveway	A	0.029	151.43	Rotterdam	3
NY 7	Curry Rd	N	2331 Curry Rd Driveway	2323 Curry Rd Driveway	A	0.005	27.13	Rotterdam	3
NY 7	Curry Rd	N	2323 Curry Rd Driveway	Greenpoint Ave	A/C	0.052	275.32	Rotterdam	3
NY 7	Curry Rd	N	1911 Curry Rd Driveway West	1911 Curry Rd Driveway East	C	0.023	119.96	Rotterdam	3
NY 7	Curry Rd	N	1911 Curry Rd Driveway East	1963 Altamont Ave Driveway	C	0.028	147.58	Rotterdam	3
NY 7	Curry Rd	N	Helderberg Ave	1911 Curry Rd Driveway West	C	0.011	60.25	Rotterdam	4
NY 7	Curry Rd	N	Helderberg Ave Right Turn Spur	Helderberg Ave	C	0.003	17.26	Rotterdam	4
NY 7	Curry Rd	N	Stewarts Driveway East	Helderberg Ave Right Turn Spur	C	0.009	44.88	Rotterdam	3
NY 7	Curry Rd	N	Stewarts Driveway West	Stewarts Driveway East	C	0.002	13.11	Rotterdam	3
NY 7	Curry Rd	N	End of RR underpass	Start of RR underpass	C	0.047	249.77	Rotterdam	3
NY 7	Curry Rd	N	Adams St	Guilderland Ave	C	0.039	203.39	Rotterdam	5
NY 7	Curry Rd	N	Rotterdam Babe Ruth	Adams St	C	0.102	540.86	Rotterdam	4
NY 7	Curry Rd	S	NY 146 Carman Rd	0.015 Miles East	C	0.015	79.93	Rotterdam	4
NY 7	Curry Rd	S	NY 146 Carman Rd SB	NY 146 Carman Rd NB	C	0.002	8.46	Rotterdam	4
NY 7	Curry Rd	S	0.018 Miles West of NY 146 Carman Rd	Roundabout	C	0.018	94.96	Rotterdam	4
NY 7	Curry Rd	S	Dunkin Donuts Property Line	Dunkin Donuts Exit	C	0.006	29.92	Rotterdam	4
NY 7	Curry Rd	S	Dunkin Donuts Exit	Dunkin Donuts Entrance	C	0.002	10.79	Rotterdam	4
NY 7	Curry Rd	S	Dunkin Donuts Entrance	Helderberg Ave	C	0.012	61.41	Rotterdam	5
NY 7	Curry Rd	S	Helderberg Ave	1915 Helderberg Ave	C	0.051	270.28	Rotterdam	3
NY 7	Curry Rd	S	Start of RR underpass	End of RR underpass	C	0.048	254.25	Rotterdam	3
NY 7	Curry Rd	S	1410 Curry Rd	1410 Curry Rd	C	0.024	125.02	Rotterdam	4
NY 7	Curry Rd	S	Guilderland Ave	Sunrise Blvd	C	0.103	543.81	Rotterdam	4
NY 7	Curry Rd	S	706 Curry Rd Driveway	N Westcott Rd	A/C	0.011	57.36	Rotterdam	3
NY 7	Duanesburg Rd	S	369 Duanesburg Rd	369 Duanesburg Rd	C	0.021	109.34	Rotterdam	3
NY 7	Duanesburg Rd	S	Golub Warehouse Access Rd	521 Duanesburg Rd Driveway	C	0.014	76.15	Rotterdam	3
NY 7	Duanesburg Rd	S	521 Duanesburg Rd Driveway	Dunnsville Rd	C	0.068	358.36	Rotterdam	3
NY 911H	Altamont Ave	E	Rotterdam Town Line/Schenectady City Line	1110 Altamont Ave Exit	C	0.019	101.97	Rotterdam	4
NY 911H	Altamont Ave	E	1110 Altamont Ave Exit	1110 Altamont Ave Entrance	C	0.002	8.28	Rotterdam	4
NY 911H	Altamont Ave	E	1110 Altamont Ave Entrance	1116 Altamont Ave Driveway	C	0.023	122.76	Rotterdam	4
NY 911H	Altamont Ave	E	1116 Altamont Ave Driveway	Bernice St	C	0.015	81.82	Rotterdam	4
NY 911H	Altamont Ave	E	Bernice St	Patton Dr	C	0.005	27.24	Rotterdam	3
NY 911H	Altamont Ave	E	Patton Dr	1210 Altamont Ave Driveway North	C	0.002	12.34	Rotterdam	3
NY 911H	Altamont Ave	E	1210 Altamont Ave Driveway North	1210 Altamont Ave Driveway South	C	0.008	41.04	Rotterdam	3
NY 911H	Altamont Ave	E	1210 Altamont Ave Driveway South	1300 Altamont Ave Exit	C	0.026	134.84	Rotterdam	4
NY 911H	Altamont Ave	E	1300 Altamont Ave Exit	1300 Altamont Ave Driveway	C	0.002	10.61	Rotterdam	4
NY 911H	Altamont Ave	E	1300 Altamont Ave Driveway	1320 Altamont Ave Exit	C	0.041	218.15	Rotterdam	4
NY 911H	Altamont Ave	E	1320 Altamont Ave Exit	1320 Altamont Ave Entrance	C	0.015	76.60	Rotterdam	4
NY 911H	Altamont Ave	N	1779 Crane St Exit	1779 Crane St Entrance	C	0.003	17.44	Rotterdam	4
NY 911H	Altamont Ave	N	Crane St	1779 Crane St Exit	C	0.015	78.79	Rotterdam	4
NY 911H	Altamont Ave	N	1421 Altamont Ave Entrance	Crane St	C	0.028	147.75	Rotterdam	4
NY 911H	Altamont Ave	N	Suffolk Ave	1421 Altamont Ave Exit	C	0.137	724.11	Rotterdam	4
NY 911H	Altamont Ave	N	1541 Altamont Ave Entrance	Suffolk Ave	C	0.012	64.43	Rotterdam	4
NY 911H	Altamont Ave	N	1541 Altamont Ave Exit	1541 Altamont Ave Entrance	C	0.003	14.49	Rotterdam	4
NY 911H	Altamont Ave	N	Norfolk Ave	1541 Altamont Ave Exit	C	0.025	133.29	Rotterdam	4
NY 911H	Altamont Ave	N	1601 Altamont Ave Driveway East	Norfolk Ave	C	0.006	31.63	Rotterdam	3
NY 911H	Altamont Ave	N	1601 Altamont Ave Driveway West	1601 Altamont Ave Driveway East	C	0.018	96.47	Rotterdam	4
NY 911H	Altamont Ave	N	1637 Altamont Ave Entrance	1601 Altamont Ave Driveway West	C	0.006	32.06	Rotterdam	4
NY 911H	Altamont Ave	N	1637 Altamont Ave Exit	1637 Altamont Ave Entrance	C	0.017	88.81	Rotterdam	4
NY 911H	Altamont Ave	N	1735 Altamont Ave Exit/Entrance	1637 Altamont Ave Exit	C	0.034	179.03	Rotterdam	4
NY 911H	Altamont Ave	N	1735 Altamont Ave Exit	1735 Altamont Ave Exit/Entrance	C	0.015	76.80	Rotterdam	5
NY 911H	Altamont Ave	N	Wedgewood Ave	1735 Altamont Ave Exit	C	0.011	57.39	Rotterdam	4
NY 911H	Altamont Ave	N	Ferguson St	Wedgewood Ave	C	0.020	104.81	Rotterdam	4
NY 911H	Altamont Ave	N	1809 Altamont Ave Driveway	Ferguson St	C	0.003	18.20	Rotterdam	4
NY 911H	Altamont Ave	N	1821 Altamont Ave Driveway	1809 Altamont Ave Driveway	C	0.018	93.76	Rotterdam	4
NY 911H	Altamont Ave	N	Elizabeth St	1821 Altamont Ave Driveway	C	0.004	21.15	Rotterdam	4
NY 911H	Altamont Ave	N	1875 Altamont Ave Driveway	Elizabeth St	C	0.021	111.38	Rotterdam	4
NY 911H	Altamont Ave	N	Tower St	1875 Altamont Ave Driveway	C	0.016	83.01	Rotterdam	5
NY 911H	Altamont Ave	N	Price Chopper Plaza Entrance	Tower St	C	0.049	257.65	Rotterdam	4
NY 911H	Altamont Ave	N	1963 Altamont Ave Driveway	Price Chopper Plaza Exit	C	0.027	142.06	Rotterdam	4
NY 911H	Altamont Ave	S	1320 Altamont Ave Entrance	1320 Altamont Ave Parking Lot Exit	C	0.054	283.77	Rotterdam	4
NY 911H	Altamont Ave	S	1320 Altamont Ave Parking Lot Exit	1320 Altamont Ave Parking Lot Main Entrance/Exit	C	0.005	24.75	Rotterdam	4
NY 911H	Altamont Ave	S	1320 Altamont Ave Parking Lot Main Entrance/Exit	Bank of America Entrance	C	0.054	283.33	Rotterdam	4
NY 911H	Altamont Ave	S	Bank of America Entrance	1506 Altamont Ave Driveway North	C	0.021	113.11	Rotterdam	4
NY 911H	Altamont Ave	S	1506 Altamont Ave Driveway North	1506 Altamont Ave Driveway South	C	0.015	79.67	Rotterdam	4
NY 911H	Altamont Ave	S	1506 Altamont Ave Driveway South	1520 Altamont Ave Exit	C	0.014	72.22	Rotterdam	4
NY 911H	Altamont Ave	S	1520 Altamont Ave Exit	1520 Altamont Ave Entrance	C	0.001	7.56	Rotterdam	3
NY 911H	Altamont Ave	S	1520 Altamont Ave Entrance	1530 Altamont Ave Driveway	C	0.017	87.84	Rotterdam	4
NY 911H	Altamont Ave	S	1530 Altamont Ave Driveway	O Brien Ave	C	0.012	63.96	Rotterdam	4
NY 911H	Altamont Ave	S	O Brien Ave	Fiero Ave	C	0.017	87.28	Rotterdam	4
NY 911H	Altamont Ave	S	Fiero Ave	1590 Alamont Ave Exit	C	0.024	125.01	Rotterdam	4
NY 911H	Altamont Ave	S	1590 Alamont Ave Exit	1590 Alamont Ave Entrance	C	0.003	13.44	Rotterdam	4
NY 911H	Altamont Ave	S	1590 Alamont Ave Entrance	Rensselaer Ave	C	0.008	43.73	Rotterdam	4
NY 911H	Altamont Ave	S	Rensselaer Ave	1600 Altamont Ave Driveway	C	0.008	43.28	Rotterdam	4
NY 911H	Altamont Ave	S	1600 Altamont Ave Driveway	1700 Altamont Ave Driveway	C	0.015	80.70	Rotterdam	4
NY 911H	Altamont Ave	S	1700 Altamont Ave Driveway	Amsterdam Ave	C	0.004	22.20	Rotterdam	4
NY 911H	Altamont Ave	S	Amsterdam Ave	1708 Altamont Ave Driveway	C	0.016	83.59	Rotterdam	5
NY 911H	Altamont Ave	S	1708 Altamont Ave Driveway	1710 Altamont Ave Exit	C	0.004	19.44	Rotterdam	5
NY 911H	Altamont Ave	S	1710 Altamont Ave Exit	1710 Altamont Ave Entrance	C	0.003	15.11	Rotterdam	4
NY 911H	Altamont Ave	S	1710 Altamont Ave Entrance	Greenpoint Ave	C	0.012	65.59	Rotterdam	4
NY 911H	Altamont Ave	S	Greenpoint Ave	1790 Altamont Ave Driveway	C	0.010	53.94	Rotterdam	4

NY 911H	Altamont Ave	S	1790 Altamont Ave Driveway	1820 Altamont Ave Driveway	C	0.008	42.88	Rotterdam	4
NY 911H	Altamont Ave	S	1820 Altamont Ave Driveway	Ferguson St	C	0.009	49.00	Rotterdam	4
NY 911H	Altamont Ave	S	Ferguson St	1822 Altamont Ave Driveway	C	0.005	28.33	Rotterdam	4
NY 911H	Altamont Ave	S	1822 Altamont Ave Driveway	Elizabeth St	C	0.030	156.28	Rotterdam	4
NY 911H	Altamont Ave	S	Elizabeth St	1874 Altamont Ave Driveway East	C	0.004	22.68	Rotterdam	4
NY 911H	Altamont Ave	S	1874 Altamont Ave Driveway East	1874 Altamont Ave Driveway West	C	0.007	36.80	Rotterdam	4
NY 911H	Altamont Ave	S	1874 Altamont Ave Driveway West	Tower St	C	0.024	126.86	Rotterdam	4
NY 911H	Altamont Ave	S	Tower St	1725 Tower St Parking Lot	C	0.017	90.14	Rotterdam	4
NY 911H	Altamont Ave	S	1900 Altamont Ave Driveway	Stuart St	C	0.018	92.63	Rotterdam	4
NY 911H	Altamont Ave	S	Stuart St	Curry Rd	C	0.039	203.53	Rotterdam	4
NY 911H	Altamont Ave	W	1121 Altamont Ave Driveway	Rotterdam Town Line/Schenectady City Line	C	0.021	109.33	Rotterdam	4
NY 911H	Altamont Ave	W	Houlton Ave	1121 Altamont Ave Driveway	C	0.049	257.53	Rotterdam	4
NY 911H	Altamont Ave	W	1221 Altamont Ave Driveway	Houlton Ave	C	0.016	86.55	Rotterdam	4
NY 911H	Altamont Ave	W	Flower Rd	1221 Altamont Ave Driveway	C	0.040	211.42	Rotterdam	4
NY 911H	Altamont Ave	W	1309 Altamont Ave Driveway North	Flower Rd	C	0.006	33.01	Rotterdam	4
NY 911H	Altamont Ave	W	1779 Crane St Entrance	1309 Altamont Ave Driveway South	C	0.047	248.11	Rotterdam	4
	1st Ave	E	3rd St	2317 1st Ave	C/A	0.062	329.59	Rotterdam	3
	2nd St	N	Hamburg St	2275 Hamburg St Driveway	C	0.023	120.50	Rotterdam	4
	Adams St	E	905 Adams St Driveway	909 Adams St Driveway	A	0.003	15.23	Rotterdam	3
	Adams St	E	909 Adams St Driveway	937 Adams St Driveway	A/C	0.047	245.78	Rotterdam	3
	Adams St	E	937 Adams St Driveway	941 Adams St Driveway	A	0.004	20.35	Rotterdam	3
	Adams St	E	941 Adams St Driveway	945 Adams St Driveway	A	0.005	24.26	Rotterdam	3
	Adams St	E	945 Adams St Driveway	953 Adams St Driveway	A	0.011	56.66	Rotterdam	3
	Adams St	E	953 Adams St Driveway	Kent St	A	0.014	76.27	Rotterdam	3
	Adams St	W	NY 7 Curry Rd	980 Adams St Driveway	A/C	0.014	75.70	Rotterdam	3
	Adams St	W	980 Adams St Driveway	966 Adams St Driveway	A	0.024	126.00	Rotterdam	3
	Adams St	W	966 Adams St Driveway	962 Adams St Driveway	A	0.009	47.08	Rotterdam	3
	Adams St	W	962 Adams St Driveway	938 Adams St Driveway	A	0.028	146.70	Rotterdam	3
	Adams St	W	938 Adams St Driveway	0.008 Miles North	C	0.008	41.30	Rotterdam	3
	Angers Ave	N	Tower St	1879 Altamont Ave Parking Lot Exit	C	0.011	57.72	Rotterdam	3
	Angers Ave	N	1879 Altamont Ave Parking Lot Exit	0.011 Miles East	C	0.006	30.29	Rotterdam	4
	Annabelle Pl	E	CR 54 Putnam Rd	22 Annabelle Pl Driveway	C	0.060	317.11	Rotterdam	4
	Annabelle Pl	E	24 Annabelle Pl Driveway	28 Annabelle Pl Driveway	C	0.005	25.93	Rotterdam	4
	Annabelle Pl	E	28 Annabelle Pl Driveway	32 Annabelle Pl Driveway	C	0.003	16.15	Rotterdam	4
	Annabelle Pl	E	34 Annabelle Pl Driveway	38 Annabelle Pl Driveway	C	0.004	22.18	Rotterdam	4
	Annabelle Pl	E	38 Annabelle Pl Driveway	42 Annabelle Pl Driveway	C	0.004	21.15	Rotterdam	4
	Annabelle Pl	E	44 Annabelle Pl Driveway	48 Annabelle Pl Driveway	C	0.005	24.53	Rotterdam	4
	Annabelle Pl	E	48 Annabelle Pl Driveway	52 Annabelle Pl Driveway	C	0.003	15.34	Rotterdam	4
	Annabelle Pl	E	52 Annabelle Pl Driveway	58 Annabelle Pl Driveway	C	0.005	23.86	Rotterdam	4
	Annabelle Pl	E	127 Annabelle Pl Driveway	Annabelle Pl Parking Lot	C	0.002	10.75	Rotterdam	4
	Annabelle Pl	E	123 Annabelle Pl Driveway	127 Annabelle Pl Driveway	C	0.005	23.96	Rotterdam	4
	Annabelle Pl	E	147 Annabelle Pl Driveway	123 Annabelle Pl Driveway	C	0.004	23.58	Rotterdam	4
	Annabelle Pl	E	143 Annabelle Pl Driveway	147 Annabelle Pl Driveway	C	0.004	22.96	Rotterdam	4
	Annabelle Pl	E	141 Annabelle Pl	141 Annabelle Pl Driveway	C	0.005	27.53	Rotterdam	4
	Annabelle Pl	N	84 Annabelle Pl Driveway	86 Annabelle Pl Driveway	C	0.004	21.99	Rotterdam	4
	Annabelle Pl	N	94 Annabelle Pl Driveway	98 Annabelle Pl Driveway	C	0.005	25.56	Rotterdam	4
	Annabelle Pl	S	Annabelle Pl	141 Annabelle Pl	C	0.024	125.68	Rotterdam	4
	Annabelle Pl	W	61 Annabelle Pl Driveway	Annabelle Pl Parking Lot	C	0.005	26.18	Rotterdam	4
	Annabelle Pl	W	67 Annabelle Pl Driveway	63 Annabelle Pl Driveway	C	0.005	23.79	Rotterdam	4
	Annabelle Pl	W	104 Annabelle Pl Driveway	106 Annabelle Pl Driveway	C	0.005	25.48	Rotterdam	4
	Annabelle Pl	W	108 Annabelle Pl Driveway	112 Annabelle Pl Driveway	C	0.004	21.54	Rotterdam	4
	Annabelle Pl	W	114 Annabelle Pl Driveway	118 Annabelle Pl Driveway	C	0.005	26.87	Rotterdam	4
	Annabelle Pl	W	118 Annabelle Pl Driveway	132 Annabelle Pl Driveway	C	0.004	23.49	Rotterdam	4
	Annabelle Pl	W	132 Annabelle Pl Driveway	138 Annabelle Pl Driveway	C	0.005	24.47	Rotterdam	4
	Annabelle Pl	W	138 Annabelle Pl Driveway	152 Annabelle Pl Driveway	C	0.004	20.52	Rotterdam	4
	Annabelle Pl	W	154 Annabelle Pl Driveway	158 Annabelle Pl Driveway	C	0.005	25.91	Rotterdam	4
	Annabelle Pl	W	Annabelle Pl Parking Lot	Annabelle Pl	C	0.004	21.99	Rotterdam	4
	Arlene St	N	Hamburg St	2740 Hamburg St Driveway	C	0.014	76.28	Rotterdam	5
	Arlene St	N	2740 Hamburg St Driveway	2710 Hamburg St Driveway	C	0.010	51.07	Rotterdam	4
	Arlene St	N	2710 Hamburg St Driveway	0.005 Miles West	C	0.005	26.72	Rotterdam	4
	Barton Ave	E	2538 Barton Ave Driveway	2532 Barton Ave Driveway	C	0.010	52.79	Rotterdam	3
	Barton Ave	E	2532 Barton Ave Driveway	2520 Barton Ave Driveway	C	0.018	95.24	Rotterdam	3
	Bee St	S	Adams St	Draper Ave	C/A	0.059	310.07	Rotterdam	2
	Bernard St	N	Trinity Ave	1032 Trinity Ave Walkway	C	0.011	60.16	Rotterdam	4
	Bernard St Ext	N	0.021 Miles East of Vinewood Ave	Vinewood Ave	C	0.021	111.07	Rotterdam	4
	Bradt St	W	5 Bradt St	1264 Main St Driveway	A	0.031	163.14	Rotterdam	2
	Bradt St	W	1264 Main St Driveway	NY 5S Main St	A	0.020	105.86	Rotterdam	3
	Broadway	N	2705 Broadway	Bruno St	C/A	0.016	82.98	Rotterdam	2
	Broadway		In front of Aldi's	Subway	C	0.067	353.00	Rotterdam	5
	Broadway		Dunkin Donuts	Dunkin Donuts	C	0.021	113.00	Rottedam	5
	Chapel St	N	NY 146 Hamburg St	0.006 Miles West	C	0.006	31.71	Rotterdam	3
	Chapel St	S	0.005 West of Hamburg St	NY 146 Hamburg St	C	0.005	28.57	Rotterdam	3
	Chepstow Rd	N	Hamburg St	194 Chepstow Rd	C/A	0.046	245.27	Rotterdam	3
	Chepstow Rd	S	2350 Hamburg St Driveway	Hamburg St	A	0.029	153.09	Rotterdam	3
	Cherry Blossom Ct	E	102 Cherry Blossom Ct Driveway	105 Cherry Blossom Ct Driveway	C	0.008	42.74	Rotterdam	4
	Cherry Blossom Ct	E	105 Cherry Blossom Ct Driveway	106 Cherry Blossom Ct Driveway	C	0.004	20.80	Rotterdam	4
	Cherry Blossom Ct	E	109 Cherry Blossom Ct Driveway	110 Cherry Blossom Ct Driveway	C	0.004	23.23	Rotterdam	4
	Cherry Blossom Ct	E	110 Cherry Blossom Ct Driveway	113 Cherry Blossom Ct Driveway	C	0.005	25.00	Rotterdam	4
	Cherry Blossom Ct	E	113 Cherry Blossom Ct Driveway	114 Cherry Blossom Ct Driveway	C	0.005	24.20	Rotterdam	4
	Cherry Blossom Ct	N	Helderberg Ave	101 Cherry Blossom Ct Driveway	C	0.005	28.43	Rotterdam	4
	Cherry Blossom Ct	N	101 Cherry Blossom Ct Driveway	102 Cherry Blossom Ct Driveway	C	0.004	22.27	Rotterdam	4
	Cherry Blossom Ct	N	122 Cherry Blossom Ct Driveway	Cherry Blossom Ct	C	0.005	26.71	Rotterdam	4
	Cherry Blossom Ct	N	121 Cherry Blossom Ct Driveway	122 Cherry Blossom Ct Driveway	C	0.004	23.10	Rotterdam	4
	Cherry Blossom Ct	N	0.016 Miles North of 188 Cherry Blossom Ct Driveway	121 Cherry Blossom Ct Driveway	C	0.006	31.79	Rotterdam	4
	Cherry Blossom Ct	S	117 Cherry Blossom Ct Driveway	118 Cherry Blossom Ct Driveway	C	0.004	19.92	Rotterdam	4
	Cherry Blossom Ct	S	114 Cherry Blossom Ct Driveway	117 Cherry Blossom Ct Driveway	C	0.004	21.34	Rotterdam	4
	Cherry Blossom Ct	W	118 Cherry Blossom Ct Driveway	0.016 Miles North	C	0.016	82.53	Rotterdam	4
	Cherry Blossom Ct	W	Cherry Blossom Ct	0.029 Miles North	C	0.029	155.61	Rotterdam	4
	Chrisler Ave	E	1741 Chrisler Ave	1741 Chrisler Ave Parking Lot	C	0.012	65.41	Rotterdam	3
	Chrisler Ave	E	1741 Chrisler Ave Parking Lot	Cady Ave	C	0.015	80.33	Rotterdam	3
	Cleveland Ave	S	Van Dyke Ave	0.024 Miles West	C	0.024	126.17	Rotterdam	3
	Columbus Dr	E	SCCC Parking Lot	SCCC Parking Lot	C	0.036	189.09	Rotterdam	4
	Columbus Dr	W	.008 Miles South of Crosswalk to SCCC Parking Lot	SCCC Connecting Rd	C	0.037	194.57	Rotterdam	4
	Cramer Ave	E	611 Cramer Ave	611 Cramer Ave	A	0.004	22.15	Rotterdam	3
	Cramer Ave	E	741 Cramer Ave Driveway	745 Cramer Ave Driveway	A	0.004	19.91	Rotterdam	2
	Cramer Ave	E	733 Cramer Ave Driveway	741 Cramer Ave Driveway	A/C	0.010	50.21	Rotterdam	2
	Cramer Ave	E	721 Cramer Ave Driveway	733 Cramer Ave Driveway	A	0.016	83.09	Rotterdam	2
	Cramer Ave	E	717 Cramer Ave Driveway	721 Cramer Ave Driveway	C	0.003	13.66	Rotterdam	3
	Cramer Ave	E	713 Cramer Ave	717 Cramer Ave Driveway	A/C	0.011	56.75	Rotterdam	3
	Cramer Ave	E	Hudson Ave	709 Cramer Ave	A	0.017	90.76	Rotterdam	2
	Cramer Ave	W	702 Cramer Ave	628 Cramer Ave	C	0.017	88.42	Rotterdam	3
	Cramer Ave	W	706 Cramer Ave	706 Cramer Ave	A	0.008	42.20	Rotterdam	3
	Cramer Ave	W	714 Cramer Ave Driveway	710 Cramer Ave	C	0.010	53.03	Rotterdam	3
	Cramer Ave	W	722 Cramer Ave Driveway	714 Cramer Ave Driveway	C	0.010	54.79	Rotterdam	3
	Cramer Ave	W	Denver Ave	722 Cramer Ave Driveway	C/A	0.044	230.88	Rotterdam	2

	Crane St	E	Altamont Ave	1779 Crane St Driveway	C	0.028	148.39	Rotterdam	4
	Crane St	E	1779 Crane St Driveway	Flower Rd	C	0.041	214.68	Rotterdam	4
	Crane St	W	1427 Altamont Ave Exit	Altamont Ave	C	0.030	157.35	Rotterdam	4
	Crane St	W	1774 Crane St	1427 Altamont Ave Entrance	C	0.053	281.09	Rotterdam	4
	Denver Ave	N	Cramer Ave	746 Cramer Ave Driveway	A	0.008	41.19	Rotterdam	3
	Denver Ave	S	2818 Denver Ave Driveway	2802 Denver Ave	A	0.021	110.31	Rotterdam	3
	Denver Ave	S	2726 Denver Ave	Draper Ave	A	0.042	223.80	Rotterdam	2
	Draper Ave	E	VFW	Morton St	C/A	0.053	281.17	Rotterdam	3
	Draper Ave	E	Morton St	725 Draper Ave Driveway	C	0.105	553.26	Rotterdam	3
	Draper Ave	E	725 Draper Ave Driveway	Hendricks St	C/A	0.006	33.93	Rotterdam	3
	Draper Ave	E	Hendricks St	Earl St	C/A	0.067	352.95	Rotterdam	3
	Draper Ave	E	Stanton St	929 Draper Ave Driveway	C	0.014	73.88	Rotterdam	3
	Draper Ave	E	929 Draper Ave Driveway	933 Draper Ave Driveway	C	0.012	63.98	Rotterdam	3
	Draper Ave	E	933 Draper Ave Driveway	939 Draper Ave Driveway	C	0.006	33.50	Rotterdam	3
	Draper Ave	E	939 Draper Ave Driveway	Guilderland Ave	C/A	0.057	300.35	Rotterdam	2
	Draper Ave	W	Guilderland Ave	Kent St	C	0.005	26.42	Rotterdam	3
	Draper Ave	W	Kent St	956 Draper Ave Walkway	C	0.019	100.55	Rotterdam	3
	Draper Ave	W	952 Draper Ave Driveway	940 Draper Ave Driveway	C/A	0.018	92.66	Rotterdam	2
	Draper Ave	W	940 Draper Ave Driveway	928 Draper Ave Driveway	C	0.012	65.14	Rotterdam	3
	Draper Ave	W	928 Draper Ave Driveway	920 Draper Ave Driveway	C	0.007	36.43	Rotterdam	2
	Draper Ave	W	920 Draper Ave Driveway	910 Draper Ave Driveway	C	0.010	53.98	Rotterdam	2
	Draper Ave	W	910 Draper Ave Driveway	Bee St	C	0.021	108.71	Rotterdam	2
	Draper Ave	W	848 Draper Ave Driveway	842 Draper Ave Driveway	C	0.005	27.81	Rotterdam	2
	Draper Ave	W	842 Draper Ave Driveway	842 Draper Ave	C	0.004	20.80	Rotterdam	2
	Draper Ave	W	836 Draper Ave Driveway	820 Draper Ave Driveway	C	0.029	150.95	Rotterdam	2
	Draper Ave	W	820 Draper Ave Driveway	808 Draper Ave Driveway	C	0.012	65.14	Rotterdam	2
	Draper Ave	W	808 Draper Ave Driveway	Denver Ave	C	0.015	79.72	Rotterdam	2
	Draper Ave	W	Denver Ave	Hudson Ave	C	0.086	454.21	Rotterdam	3
	Draper Ave	W	Hudson Ave	Plunkett Ave	C	0.092	486.97	Rotterdam	3
	Draper Ave	W	Plunkett Ave	Broadway	C	0.048	255.18	Rotterdam	3
	E Campbell Rd	E	Highbridge Rd	Highbridge Rd Ramp to E Campbell Rd	C	0.002	8.18	Rotterdam	4
	E Campbell Rd	E	0.014 Miles North	329 E Campbell Rd Driveway	A	0.022	115.77	Rotterdam	3
	E Campbell Rd Ramp	E	Highbridge Rd	0.014 Miles North	C	0.014	71.68	Rotterdam	4
	Earl St	N	2617 Earl St Driveway	2619 Earl St Driveway	A	0.005	27.02	Rotterdam	2
	Earl St	N	2619 Earl St Driveway	2629 Earl St Driveway	A/C	0.014	73.14	Rotterdam	3
	Earl St	S	Draper Ave	901 Draper Ave Parking Lot	A	0.004	20.00	Rotterdam	3
	Ferry St	W	NY 5S Main St	0.022 Miles North	C	0.022	114.45	Rotterdam	2
	Greenpoint Ave	E	Altamont Ave	1710 Altamont Ave Driveway	C	0.030	156.18	Rotterdam	3
	Greenpoint Ave	E	1710 Altamont Ave Driveway	1710 Altamont Ave	C	0.007	37.18	Rotterdam	3
	Guilderland Ave		Willow st	Lilac St. (Stewarts)	C	0.075	396.00	Rotterdam	5
	Hamburg St	W	Caldicott Rd	2274 Hamburg St Driveway	C	0.004	23.42	Rotterdam	4
	Helderberg Ave	W	Schenectady City/Rotterdam Town Line	Oaklawn Ave	C	0.081	426.50	Rotterdam	3
	Helderberg Ave	W	Oaklawn Ave	Westside Ave	C	0.058	308.18	Rotterdam	4
	Helderberg Ave	W	Westside Ave	Parklawn Ave	C	0.134	710.07	Rotterdam	4
	Helderberg Ave	W	Parklawn Ave	Cedarlawn Ave	C	0.085	450.03	Rotterdam	4
	Helderberg Ave	W	Cedarlawn Ave	Robinwood Ave	C	0.079	419.28	Rotterdam	4
	Hendricks St	N	2617 Hendricks St Driveway	729 Draper Ave Driveway	A	0.033	173.59	Rotterdam	3
	Hendricks St	S	Draper Ave	Vischer Ave	C	0.079	416.71	Rotterdam	3
	Irene St	S	Guilderland Ave	Bellevue Gospel Chapel	C	0.018	93.95	Rotterdam	4
	Laura St	N	Augustine Ave	1073 Laura St	C	0.010	50.50	Rotterdam	2
	Laura St	N	2558 Guilderland Ave	Guilderland Ave	C	0.029	153.09	Rotterdam	2
	Long Pond Dr	N	W Campbell Rd	129 W Campbell Rd Building 1	C	0.016	86.05	Rotterdam	4
	Long Pond Dr	N	129 W Campbell Rd Building 1	129 W Campbell Rd Building 2	C	0.038	199.26	Rotterdam	4
	Long Pond Dr	N	129 W Campbell Rd Building 2	Tower Dr	C	0.108	570.79	Rotterdam	4
	Market St	E	2 Market St	2 Market St	A	0.008	44.60	Rotterdam	3
	Market St	W	1246 Main St	NY 5S Main St	C	0.018	95.98	Rotterdam	2
	Messina Way	E	Messina Way	0.009 Miles North	C	0.009	50.06	Rotterdam	4
	Messina Way	N	Bradt Primary School Parking Lot	0.004 Miles East	C	0.004	23.17	Rotterdam	4
	Messina Way	S	Miller Ave	0.131 Miles East	C	0.131	693.73	Rotterdam	4
	Morning Glory Way	N	Morning Glory Way	77 Morning Glory Way	C	0.018	93.30	Rotterdam	4
	Morning Glory Way	S	Helderberg Ave	3 Morning Glory Way Parking Lot	C	0.026	137.22	Rotterdam	4
	Morning Glory Way	S	5 Morning Glory Way Parking Lot	7 Morning Glory Way Parking Lot	C	0.022	118.32	Rotterdam	4
	Morning Glory Way	S	7 Morning Glory Way Parking Lot	0.002 Miles East	C	0.002	9.17	Rotterdam	4
	Morning Glory Way	S	0.008 Miles East of 7 Morning Glory Way Parking Lot	0.003 Miles East	C	0.003	15.54	Rotterdam	4
	Morning Glory Way	S	0.031 Miles West of 41 Morning Glory Way Parking Lot	41 Morning Glory Way Parking Lot	C	0.031	163.57	Rotterdam	4
	Morning Glory Way	S	75 Morning Glory Way Parking Lot	81 Morning Glory Way Parking Lot	C	0.044	231.96	Rotterdam	4
	Morning Glory Way	W	Morning Glory Way	93 Morning Glory Way	C	0.010	52.28	Rotterdam	4
	N Westcott Rd	E	1113 N Westcott Rd	1113 N Westcott Rd	A	0.007	35.45	Rotterdam	2
	N Westcott Rd	E	1109 N Westcott Rd	1109 N Westcott Rd	A	0.006	33.99	Rotterdam	2
	N Westcott Rd	E	1105 N Westcott Rd Driveway	Bernard St	A	0.017	88.86	Rotterdam	2
	Norfolk Ave	E	Altamont Ave	1541 Altamont Ave Entrance	C	0.009	49.64	Rotterdam	4
	Oak St	N	Floral Ave	Guilderland Ave	C	0.053	281.70	Rotterdam	4
	Old Mariaville Rd	N	Turnbull St	NY 159 Mariaville Rd	C	0.023	120.69	Rotterdam	4
	Orchard St	W	13 Orchard St	7 Orchard St	C	0.035	186.17	Rotterdam	2
	Orchard St	W	1282 Main St	NY 5S Main St	C	0.022	116.13	Rotterdam	3
	Parkis St	W	1206 Main St Employee Parking Lot Entrance	NY 5S Main St	C	0.025	134.09	Rotterdam	3
	Patton Dr	W	Altamont Ave	0.003 Miles Southwest	C	0.003	17.26	Rotterdam	3
	Patton Dr	W	1320 Altamont Ave Driveway	1727 Patton Dr Driveway	A	0.181	957.49	Rotterdam	3
	Patton Dr	W	1727 Patton Dr Driveway	1731 Patton Dr Driveway	A	0.007	34.43	Rotterdam	3
	Patton Dr	W	1731 Patton Dr Driveway	1739 Patton Dr Driveway	A	0.029	153.74	Rotterdam	3
	Patton Dr	W	1739 Patton Dr Driveway	1400 Altamont Ave Entrance	A	0.024	124.68	Rotterdam	3
	Pauline Ave	E	2520 Pauline Ave Driveway	2520 Pauline Ave	A	0.005	26.82	Rotterdam	3
	Pauline Ave	E	2518 Pauline Ave	2518 Pauline Ave Driveway	C	0.005	24.23	Rotterdam	3
	Pauline Ave	E	2516 Pauline Ave	2516 Pauline Ave	C	0.007	37.06	Rotterdam	4
	Plunkett Ave	E	2882 Plunkett Ave	0.002 Miles South	C	0.002	11.76	Rotterdam	3
	Plunkett Ave	E	2874 Plunkett Ave	2878 Plunkett Ave	C/A	0.011	55.45	Rotterdam	3
	Plunkett Ave	E	2850 Plunkett Ave	2850 Plunkett Ave	A	0.005	26.72	Rotterdam	3
	Plunkett Ave	E	2854 Plunkett Ave	2854 Plunkett Ave	A	0.005	26.72	Rotterdam	3
	Plunkett Ave	W	2925 Plunkett Ave	2925 Plunkett Ave	C	0.005	26.17	Rotterdam	3
	Plunkett Ave	W	2869 Plunkett Ave	2869 Plunkett Ave	C	0.004	22.23	Rotterdam	3
	Plunkett Ave	W	2859 Plunkett Ave	2859 Plunkett Ave	C	0.005	24.02	Rotterdam	3
	Plunkett Ave	W	2849 Plunkett Ave	2847 Plunkett Ave	A	0.009	44.90	Rotterdam	3
	Plunkett Ave	W	2821 Plunkett Ave	Cramer Ave	A/C	0.035	182.35	Rotterdam	4
	Poentic Kill Way	S	Long Pond Dr	Tower Dr	C	0.030	160.55	Rotterdam	4
	Poutre Ave	S	616 Poutre Ave Driveway	618 Poutre Ave Driveway	A	0.005	25.55	Rotterdam	3
	Poutre Ave	S	622 Poutre Ave Driveway	622 Poutre Ave	A	0.005	25.92	Rotterdam	3
	Poutre Ave	S	626 Poutre Ave Driveway	630 Poutre Ave Driveway	A	0.006	29.30	Rotterdam	3
	Poutre Ave	S	630 Poutre Ave Driveway	634 Poutre Ave Driveway	A	0.006	30.08	Rotterdam	3
	Putnam St	E	NY 5S Main St	10 Putnam St	A/C	0.072	382.79	Rotterdam	3
	Ramp to NY 5 EB	E	SCCC Parking Lot	NY 5 EB	C	0.050	264.86	Rotterdam	4
	Ramp to NY 5 WB	W	NY 5 Western Gateway Bridge	0.011 Miles North	C	0.011	55.75	Rotterdam	4
	Rensselaer Ave	E	Altamont Ave	1590 Alamont Ave Exit	C	0.024	128.28	Rotterdam	4
	Rensselaer Ave	E	1590 Alamont Ave Entrance	0.004 Miles South	C	0.004	21.82	Rotterdam	3
	Riverside Dr	S	NY 103 Bridge St	Driveway to Riverwalk Condos @ 22 Riverside Dr	C	0.012	64.05	Rotterdam	4
	Riverside Dr	S	Driveway to Riverwalk Condos @ 22 Riverside Dr	Driveway to Riverwalk Condos @ 34 Riverside Dr	C	0.017	89.39	Rotterdam	4

	SCCC Connecting Rd	S	Columbus Dr	0.007 Miles West	C	0.007	38.53	Rotterdam	4
	Sherwood Rd	W	Highbridge Rd	0.042 Miles South	C	0.042	220.34	Rotterdam	4
	Stanton St	N	Draper Ave	Vischer Ave	C/A	0.086	453.95	Rotterdam	3
	Stanton St	S	2622 Stanton St Driveway	Draper Ave	C/A	0.053	277.56	Rotterdam	3
	Stanton St	S	2618 Stanton St Driveway	2622 Stanton St Driveway	A	0.002	8.27	Rotterdam	3
	Stanton St	S	Vischer Ave	2618 Stanton St Driveway	C	0.026	139.25	Rotterdam	3
	Tomahawk Trl	N	Warrior Path	0.04 Miles West	C	0.040	210.59	Rotterdam	4
	Tower Dr	W	Long Pond Dr	Poentic Kill Way	C	0.036	189.79	Rotterdam	4
	Tower St	W	1879 Altamont Ave Parking Lot	1879 Altamont Ave Entrance	C	0.046	243.02	Rotterdam	4
	Tower St	W	1879 Altamont Ave Exit	Altamont Ave	C	0.031	165.74	Rotterdam	4
	Trinity Ave	E	Floyd St	1135 Trinity Ave Driveway	C/A	0.024	128.18	Rotterdam	3
	Trinity Ave	E	1135 Trinity Ave Driveway	1125 Trinity Ave Driveway	C/A	0.026	136.72	Rotterdam	3
	Trinity Ave	E	1125 Trinity Ave Driveway	1121 Trinity Ave Driveway	A	0.006	29.55	Rotterdam	3
	Trinity Ave	E	1121 Trinity Ave Driveway	1117 Trinity Ave Driveway	A	0.007	34.84	Rotterdam	3
	Trinity Ave	E	1117 Trinity Ave Driveway	1113 Trinity Ave Driveway	A	0.008	39.98	Rotterdam	3
	Trinity Ave	E	1113 Trinity Ave Driveway	1109 Trinity Ave Driveway	A	0.007	37.41	Rotterdam	3
	Trinity Ave	E	1109 Trinity Ave Driveway	Bernard St	A/C	0.020	106.50	Rotterdam	3
	Trinity Ave	E	Bernard St	1021 Trinity Ave Driveway	A	0.027	141.67	Rotterdam	3
	Trinity Ave	E	1021 Trinity Ave Driveway	1009 Trinity Ave Driveway	A	0.024	127.62	Rotterdam	3
	Trinity Ave	E	1009 Trinity Ave Driveway	1005 Trinity Ave Driveway	A	0.006	31.57	Rotterdam	3
	Trinity Ave	E	1005 Trinity Ave Driveway	NY 7 Curry Rd	A	0.037	193.61	Rotterdam	3
	Trinity Ave	W	Bernard St	1104 Trinity Ave	C	0.021	108.63	Rotterdam	2
	Trinity Ave	W	1116 Trinity Ave	1116 Trinity Ave	A	0.007	37.18	Rotterdam	4
	Trinity Ave	W	1030 Trinity Ave Driveway	Bernard St	C	0.010	51.96	Rotterdam	4
	Trinity Ave	W	1026 Trinity Ave Driveway	1030 Trinity Ave Driveway	C	0.007	38.81	Rotterdam	3
	Trinity Ave	W	1022 Trinity Ave Driveway	1026 Trinity Ave Driveway	A	0.006	32.15	Rotterdam	3
	Trinity Ave	W	1018 Trinity Ave Driveway	1022 Trinity Ave Driveway	A	0.007	35.90	Rotterdam	3
	Trinity Ave	W	1014 Trinity Ave Driveway	1018 Trinity Ave Driveway	A	0.014	76.11	Rotterdam	3
	Trinity Ave	W	1010 Trinity Ave Driveway	1014 Trinity Ave Driveway	C	0.007	35.61	Rotterdam	3
	Trinity Ave	W	1006 Trinity Ave Driveway	1010 Trinity Ave Driveway	C/A	0.006	33.81	Rotterdam	3
	Van Dyke Ave	E	2522 Van Dyke Ave Driveway	2518 Van Dyke Ave Driveway	C	0.009	45.28	Rotterdam	3
	Van Dyke Ave	E	2518 Van Dyke Ave Driveway	Cleveland Ave	C	0.020	104.89	Rotterdam	3
	Van Dyke Ave	W	Cleveland Ave	0.008 Miles South	C	0.008	41.74	Rotterdam	3
	Vincent Ave	E	1037 Vincent Ave	1037 Vincent Ave	A	0.007	37.85	Rotterdam	2
	Vincent Ave	W	Bernard St	1042 Vincent Ave Driveway	C	0.009	44.95	Rotterdam	3
	Vincent Ave	W	1042 Vincent Ave Driveway	1022 Vincent Ave Driveway	A/C	0.045	239.08	Rotterdam	3
	Vincent Ave	W	1022 Vincent Ave Driveway	1002 Vincent Ave Driveway	A/C	0.045	240.10	Rotterdam	3
	Vinewood Ave	W	Bernard St Ext	1100 Vinewood Ave Parking Lot	C	0.012	62.72	Rotterdam	3
	Vischer Ave	E	Hendricks St	Schenectady City/Rotterdam Town Line	C	0.025	134.35	Rotterdam	3
	Vischer Ave	E	985 Vischer Ave Driveway	Hendricks St	C	0.146	769.35	Rotterdam	3
	Vischer Ave	E	2541 Guilderland Ave Parking Lot	985 Vischer Ave Driveway	A	0.011	56.51	Rotterdam	3
	Vischer Ave	W	Schenectady City/Rotterdam Town Line	Hendricks St	C	0.065	343.44	Rotterdam	3
	Vischer Ave	W	Stanton St	2601 Guilderland Ave Parking Lot	C	0.028	148.86	Rotterdam	3
	Vischer Ave	W	901 Draper Ave Exit	Stanton St	C	0.059	313.90	Rotterdam	4
	Vischer Ave	W	Earl St	901 Draper Ave Exit	C	0.005	25.91	Rotterdam	4
	Vischer Ave	W	Hendricks St	Earl St	C	0.067	356.27	Rotterdam	3
	Wallace Ave	W	Bernard St	1042 Wallace Ave Driveway	A	0.013	69.36	Rotterdam	3
	Wallace Ave	W	1036 Wallace Ave Driveway	1034 Wallace Ave Driveway	C	0.006	33.45	Rotterdam	3
	Wallace Ave	W	1034 Wallace Ave Driveway	1030 Wallace Ave Driveway	C/A	0.007	38.63	Rotterdam	3
	Wallace Ave	W	1030 Wallace Ave Driveway	1024 Wallace Ave Driveway South	A/C	0.007	34.39	Rotterdam	3
	Wallace Ave	W	1024 Wallace Ave Driveway South	1024 Wallace Ave Driveway North	A	0.003	14.10	Rotterdam	2
	Wallace Ave	W	1024 Wallace Ave Driveway North	1016 Wallace Ave Driveway	C	0.026	138.85	Rotterdam	3
	Wallace Ave	W	1016 Wallace Ave Driveway	1006 Wallace Ave	A	0.024	124.44	Rotterdam	3
	Warrior Path	W	0.047 Miles North of Tomahawk Trl	Tomahawk Trl	C	0.047	249.49	Rotterdam	4
	Woodlawn St	N	Helderberg Ave	1374 Helderberg Ave	C	0.016	84.60	Rotterdam	4

A - Denotes Asphalt Surface
B - Denotes Concrete Surface

N - Denotes North
S - Denotes South
E - Denotes East
W - Denotes West

Ratings
2 – Not Accessible (Poor)
3 – Partially Accessible (Fair)
4 – Mostly Accessible (Good)
5 – Fully Accessible (New)

DRAFT

RESOLUTION NO. 120.25

TO AUTHORIZE THE PURCHASE OF ONE POLICE VEHICLE

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the acceptance of NYS OGS Vehicle Marketplace mini-bid # 23166-20250212 and the purchase of one 2025 Chevrolet Tahoe PPV from G and H Auto Group, DBA Mohawk Chevrolet, 639 State Route 67 Ballston Spa, NY 12020, with compliance under NYS contract, in the amount of fifty-five thousand seven hundred sixty-one and 67/100 ($55,761.67) dollars, paid from fund line A3120-2010 Patrol Vehicles.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM
John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 5, 2025

TO: Legislative Review Board

FROM: Deputy Chief William Male

TITLE OF REQUEST: To approve and accept a mini-bid for the purchase of a new police vehicle.

TOWN BOARD MEETING: March 12, 2025

Background Information: A NYS OGS Vehicle Marketplace mini-bid was created in order to purchase a new Police vehicle. Two bids were received. G and H Auto Group DBA Mohawk Chevrolet (639 State Route 67 Ballston Spa, NY 12020) presented the lowest bid ($55,741.67).

Evaluation/Analysis: This patrol vehicle will replace a previous vehicle which had been removed from the Patrol fleet due to being damaged beyond repair after being involved in an accident.

Recommendation(s): Accept a NYS OGS Vehicle Marketplace mini-bid for the purchase of a Chevrolet Tahoe Police vehicle.

Attachment/Document(s): Memorandum prepared by Sergeant Reilly / mini bid # OGS 23166-20250212.

Compliance with Purchasing Policy: Yes

Effect(s) on Existing Law(s): N/A

LEGISLATION WILL BE PREPARED BY: RPD

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ROTTERDAM POLICE DEPARTMENT
ADMINISTRATION
MEMORANDUM

To: Chief Michael S. Brown

From: Sgt. Derek Reilly

Re: Vehicle Purchase

Date: March 1, 2025

The Rotterdam Police Department is in need of a new patrol vehicle due to a patrol vehicle having been totaled months ago. I placed a Mini-Bid for a 2025 Chevy Tahoe PPV on 02/15/2025 using the certified Chevrolet dealers listed on the NYS OGS website. I sent the bid to all the Chevy dealerships listed and received two responses. G and H Auto Group DBA Mohawk Chevrolet was the winning bid at $55,741.67

I am requesting a purchase order to move forward with a vehicle acquisition from G and H Auto Group DBA Mohawk Chevrolet for 1 Chevy Tahoe PPV.

I am requesting a PO be made out to G and H Auto Group DBA Mohawk Chevrolet for $55,761.67 for the purchase of the vehicle.

Sgt. Derek Reilly

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Group 40440-23166, VEHICLES, Class 1-8 (Vehicle Marketplace)

Form B (Single OEM Vehicle): *Mini-Bid Response*

Form Revision: 9/12/23

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Part A: Mini-Bid and Contractor Information

1.0	Mini-Bid Questions	Contractor Response
1.1	**Mini-Bid Reference Number** (e.g. 12345; see the *Mini-Bid Request*)	**OGS 23166 - 20250212**
1.2	**Is the Mini-Bid for Vehicle(s) to be purchased or leased by the Authorized User?** *[click on yellow box and use drop-down menu]*	**Purchased**
1.3	**Are Vehicle(s) Built to Specifications being offered in response to the Mini-Bid?** *[click on yellow box and use drop-down menu]*	**Yes, Part B of this form has been completed.**
1.4	**Are Pre-Existing Inventory Vehicle(s) being offered in response to the Mini-Bid?** *[click on yellow box and use drop-down menu]*	**No, Part C of this form has been left blank.**
2.0	**Contractor Information**	
2.1	Full Legal Business Name, including DBA if applicable	G AND H AUTO GROUP DBA MOHAWK CHEVROLET
2.2	OGS Contract Number (e.g., PC12345)	PC69382
2.3	Federal Employer Identification Number / FEIN (e.g. 14-1234567)	84-2182145
2.4	NYS Vendor ID Number (e.g., 1000012345)	1100242414
3.0	**Primary Contact Information**	
3.1	Contact Name	DYLAN HARADEN
3.2	Contact Email	DHARADEN@MOHAWKCHEVROLET.COM
3.3	Contact Phone (1)	5189344367
3.4	Contact Phone (2)	
4.0	**Secondary Contact Information**	
4.1	Contact Name	ROGER KALLOP
4.2	Contact Email	RKALLOP@MOHAWKCHEVROLET.COM
4.3	Contact Phone (1)	5183715400
4.4	Contact Phone (2)	5187019261

Part B: Vehicle(s) Built to Specifications offered for Mini-Bid

1.0	General Questions (Built to Spec)	Contractor Response
1.1	Does the Vehicle offered meet all Authorized User Specifications for the requested Vehicle? *[Note: General specifications, and an "Additional Vehicle Specifications Document(s)" are included with each Mini-Bid Request]*	No, deviations are identified in Section B-3 of this form.
1.2	Enter the estimated number of days after receipt of a Purchase Order, or other ordering document, that the delivery will be made.	TBA
1.3	Enter the Final Order Due Date for the Vehicle offered for the Mini-Bid, or "TBA" if the date has not been announced by the manufacturer.	TBA
2.0	**Vehicle Offered (Built to Spec)**	
2.1	Model Year (e.g., 2023, 2024)	2025
2.2	Make (e.g., Ford, Chevrolet, Dodge)	Chevrolet
2.3	Model (e.g., Taurus, Tahoe, Grand Caravan), and Trim Level (e.g., SE, LE, XL)	Tahoe PPV
2.4	Model Code (the OEM code used to identify a particular subset of a Vehicle Model)	CK10706
2.5	Drive Type *[click on yellow box and use drop-down menu]*	4x4
	If the offered Drive Type is not included in the drop-down menu, enter it here	
2.6	Fuel Type *[click on yellow box and use drop-down menu]*	Gasoline Only
	If the offered Fuel Type is not included in the drop-down menu, enter it here	
2.7	Enter the vendor business name(s) of the Aftermarket Components Provider(s), if applicable. If not applicable, enter "N/A".	N/A

3.0	Additional Information (Built to Spec)	
3.1	If applicable, enter any deviations from the Authorized User Specifications, or other additional information applicable to this Mini-Bid. Bidders are strongly encouraged to submit proposed deviations to the Authorized User by email prior to the Mini-Bid Response Due Date, so that they may be given due consideration prior to the submission of Bids. Do not enter information about Options or Aftermarket Components available for the Vehicle offered, unless it has been included in the Authorized User Specifications. If not applicable, enter "N/A".	
	Unit is ordered but doesn't have a build date yet.	

4.0	Vehicle Price Worksheet (Built to Spec)	Price
4.1	**NYS Base MSRP**	**$59,111.00**
4.2	**NYS Discount** *[Type a number only (e.g., 5.5); Do not type a percentage sign (%) after the number; For 5.5% type 5.5, not 0.055].*	**5.70**
4.3	**NYS Base Price** *[Automatically calculated: NYS Base MSRP minus NYS Discount]*	**$55,741.67**
4.4	**NYS Aftermarket Components Price** *[If there are no Aftermarket Components, leave blank]*	**$0.00**
4.5	**NYS Price for the Vehicle** *[Automatically calculated: NYS Base Price plus NYS Aftermarket Component Price]*	**$55,741.67**
4.6	**Number of Vehicles** *[This quantity must match the Number of Vehicles specified by the Authorized User in the Mini-Bid Request]*	**1**
4.7	**Total Price for Mini-Bid** *[Automatically calculated: NYS Price for the Vehicle multiplied by Total Number of Vehicles]*	**$55,741.67**

Part C: Pre-Existing Inventory Vehicle(s) offered for Mini-Bid

1.0	General Questions (Pre-Existing)	Contractor Response
1.1	Do the Vehicle(s) offered meet all Authorized User Specifications for the requested Vehicle? *[click on yellow box and use drop-down menu]* *(Note: General specifications, and an "Additional Vehicle Specifications Document" are included with each Mini-Bid Request. A Vehicle offered that does not meet all Authorized User Specifications may be deemed non-responsive and may be rejected).*	

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1.2	Will the Vehicle(s) and pricing offered for the Mini-Bid Response remain firm and not be withdrawn for at least ten (10) calendar days from the first business day immediately following the Mini-Bid response submittal deadline, or such other period of time as specified in the Mini-Bid Request, in accordance with the Contract (see *Section 2.42 Procurement Method,* Paragraph G *Timeframe for Offers in Mini-Bids)?* *[click on yellow box and use drop-down menu]*	
2.0	**Additional Information (Pre-Existing)**	
2.1	If applicable, enter any deviations from the Authorized User Specifications, or other additional information applicable to this Mini-Bid. Bidders are strongly encouraged to submit proposed deviations to the Authorized User by email prior to the Mini-Bid Response Due Date, so that they may be given due consideration prior to the submission of Bids. Do not enter information about Options or Aftermarket Components available for the Vehicle offered, unless it has been included in the Authorized User Specifications. If not applicable, enter "N/A".	
3.0	**Vehicle Price Worksheet (Pre-Existing)**	

[If more than fifteen (15) Pre-Existing Inventory Vehicles are being offered for a Mini-Bid, submit an additional completed Form B (Single OEM Vehicle): Mini-Bid Response form for the Mini-Bid. Submit both Form Bs following the instructions at the top of this Form, using the following naming convention for the additional Form B "OGS 23166-XXXXXXXX-PC12345-Additional Vehicles" (i.e., OGS Award#-Mini-Bid Reference#-Contract#-Additional Vehicles)].

Ref. #	Model Year	Make	Model and Trim Level	Model Code	Exterior Color	Interior Color
(Example)	2023	Chevrolet	Traverse	CV14526	Blue Metallic	Dark Titanium
001						
002						
003						
004						
005						
006						
007						
008						
009						
010						
011						
012						
013						
014						
015						

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Vehicle: [Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (Complete)

Window Sticker

SUMMARY

[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial — MSRP:$56,000.00

Interior:Jet Black, Cloth seat trim

Exterior 1:Black

Exterior 2:No color has been selected.

Engine, 5.3L EcoTec3 V8

Transmission, 10-speed automatic

OPTIONS

CODE	MODEL		MSRP
CK10706	[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial		$56,000.00
	OPTIONS		
1FL	Commercial Preferred Equipment Group		$0.00
5J1	Calibration, keyless remote panic button and exterior lights/horn disable		$0.00
5J3	Calibration, Surveillance Mode interior lighting	Inc.	
5J9	Calibration, taillamp flasher, Red/White	Inc.	
5LO	Calibration, taillamp flasher, Red/Red	Inc.	
5T5	Seats, front cloth and second row vinyl		$0.00
6J3	Wiring, grille lamps and siren speakers		$92.00
6J4	Wiring, horn and siren circuit		$55.00
6J7	Flasher system, headlamp and taillamp, DRL compatible with control wire	Inc.	
6N5	Switches, rear window inoperative		$57.00
6N6	Door locks and handles, inside rear doors inoperative		$62.00
7X3	Spotlamp, left-hand		$800.00
9C1	Identifier for Police Package Vehicle		$0.00
9G8	Headlamps, Daytime Running Lamps and automatic headlamp control delete		$50.00
AMF	Remote Keyless Entry Package	Inc.	
ATD	Seat delete, third row	Inc.	
AX2	Key, unique	Inc.	

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Data Version: 24823. Data Updated: Feb 26, 2025 6:56:00 PM PST.

Vehicle: [Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (Complete)

AYH	Airbags, Frontal airbags for driver and front outboard passenger;	Inc.	
AZ3	Seats, front 40/20/40 split-bench	Inc.	
BCV	Lock control, driver side auto door lock disable	Inc.	
BTV	Remote start	Inc.	
C6G	GVWR, 7600 lbs. (3447 kg)	Inc.	
GBA	Black		$0.00
GU5	Rear axle, 3.23 ratio		$0.00
H1T	Jet Black, Cloth seat trim		$0.00
K34	Cruise control, electronic with set and resume speed	Inc.	
K3W	Battery, 850 cold-cranking amps with 95 amp hour rating	Inc.	
K6K	Battery, auxiliary, 760 cold-cranking amps with 70 amp hour rating	Inc.	
KX4	Alternator, 250 amps	Inc.	
L84	Engine, 5.3L EcoTec3 V8		$0.00
MHU	Transmission, 10-speed automatic	Inc.	
NE1	Emissions, Colorado, Connecticut, Delaware, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia and Washington state requirements		$0.00
PXT	Wheels, 20" x 9" (50.8 cm x 22.9 cm) steel	Inc.	
RAV	Tire, spare 275/55R20 all-season, blackwall, Firestone Firehawk Pursuit	Inc.	
RC1	Skid plate, front	Inc.	
RNQ	Wheel, full-size spare, matching 20" (50.8 cm) steel wheel without center cap	Inc.	
T66	Wiring provision, for outside mirrors and cargo side mirrors	Inc.	
UD7	Rear Parking Assist	Inc.	
URW	Audio system, 17.7" diagonal advanced color LCD display		$0.00
UT7	Ground wires, blunt cut cargo area and blunt cut console area	Inc.	
V53	Luggage rack side rails, delete	Inc.	
V76	Recovery hooks, 2 front, frame-mounted, Black	Inc.	
VK3	License plate front mounting package		$0.00
VPV	Ship Thru, Produced in Arlington Assembly and shipped to Kerr Industries and onto Arlington Assembly		$0.00
VZ2	Speedometer calibration	Inc.	

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Data Version: 24823. Data Updated: Feb 26, 2025 6:56:00 PM PST.

Vehicle: [Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (✓ Complete)

WUA	Fascia, front high-approach angle	Inc.
XCS	Tires, 275/55R20SL all-season, blackwall, Firestone Firehawk Pursuit	Inc.
Z56	Suspension Package, heavy-duty, police-rated.	Inc.
___	Capless Fuel Fill	Inc.
___	Exterior ornamentation delete	Inc.
___	Instrumentation, analog	Inc.
___	Theft-deterrent system, vehicle, PASS-Key III	Inc.
___	Power supply, 50-amp, power supply, auxiliary battery, passenger compartment wiring harness	Inc.
___	Power supply, 100-amp, auxiliary battery, passenger compartment wiring harness	Inc.
___	Power supply, 120-amp, (4) 30-amp circuit, Primary battery, relay controlled, passenger compartment harness wiring	Inc.
___	Seat belts, 3-point, all seating positions	Inc.
___	Active Hill Hold Assist	Inc.
___	Protected idle	Inc.

SUBTOTAL	**$57,116.00**
Adjustments Total	$0.00
Destination Charge	$1,995.00
TOTAL PRICE	**$59,111.00**

FUEL ECONOMY

Est City:N/A

Est Highway:N/A

Est Highway Cruising Range:N/A

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Data Version: 24823. Data Updated: Feb 26, 2025 6:56:00 PM PST.

Group 40440-23166, VEHICLES, Class 1-8 (Vehicle Marketplace)

Form B (Single OEM Vehicle): *Mini-Bid Response*

Form Revision: 9/12/23

Part A: Mini-Bid and Contractor Information		
1.0	**Mini-Bid Questions**	**Contractor Response**
1.1	Mini-Bid Reference Number (e.g. 12345; see the *Mini-Bid Request*.)	OGS 23166 - 20250212 - (1) Chevrolet Tahoe - Town of Rotterdam Police Department
1.2	**Is the Mini-Bid for Vehicle(s) to be purchased or leased by the Authorized User?** *[click on yellow box and use drop-down menu]*	Purchased
1.3	**Are Vehicle(s) Built to Specifications being offered in response to the Mini-Bid?** *[click on yellow box and use drop-down menu]*	Yes, Part B of this form has been completed.
1.4	**Are Pre-Existing Inventory Vehicle(s) being offered in response to the Mini-Bid?** *[click on yellow box and use drop-down menu]*	No, Part C of this form has been left blank.
2.0	**Contractor Information**	
2.1	Full Legal Business Name, Including DBA if applicable	NORTH SHORE CHEVROLET OF
2.2	OGS Contract Number (e.g., PC12345)	PC69143SB
2.3	Federal Employer Identification Number / FEIN (e.g. 14-1234567)	27-2208712
2.4	NYS Vendor ID Number (e.g., 1000012345)	1100057985
3.0	**Primary Contact Information**	
3.1	Contact Name	Numan Aslan
3.2	Contact Email	naslan@chevroletofsmithtown.com
3.3	Contact Phone (1)	6318038554
3.4	Contact Phone (2)	6318038554
4.0	**Secondary Contact Information**	
4.1	Contact Name	Suleyman Aydogan
4.2	Contact Email	saydogan@chevroletofsmithtown.com
4.3	Contact Phone (1)	6318038554
4.4	Contact Phone (2)	6318038554

Part B: Vehicle(s) Built to Specifications offered for Mini-Bid		
1.0	**General Questions (Built to Spec)**	**Contractor Response**
1.1	Does the Vehicle offered meet all Authorized User Specifications for the requested Vehicle? *(Note: General specifications, and an "Additional Vehicle Specifications Document(s)" are included with each Mini-Bid Request)*	Yes
1.2	Enter the estimated number of days after receipt of a Purchase Order, or other ordering document, that the delivery will be made.	TBA
1.3	Enter the Final Order Due Date for the Vehicle offered for the Mini-Bid, or "TBA" if the date has not been announced by the manufacturer.	TBA
2.0	**Vehicle Offered (Built to Spec)**	
2.1	Model Year (e.g., 2023, 2024)	2026
2.2	Make (e.g., Ford, Chevrolet, Dodge)	Chevrolet
2.3	Model (e.g., Taurus, Tahoe, Grand Caravan), and Trim Level (e.g., SE, LE, XL)	Tahoe 4WD 4dr Commercial PPV
2.4	Model Code (the OEM code used to identify a particular subset of a Vehicle Model)	CK10706
2.5	Drive Type *[click on yellow box and use drop-down menu]*	4x4
	If the offered Drive Type is not included in the drop-down menu, enter it here	
2.6	Fuel Type *[click on yellow box and use drop-down menu]*	Gasoline Only
	If the offered Fuel Type is not included in the drop-down menu, enter it here	
2.7	Enter the vendor business name(s) of the Aftermarket Components Provider(s), if applicable. If not applicable, enter "N/A".	N/A
3.0	**Additional Information (Built to Spec)**	
3.1	If applicable, enter any deviations from the Authorized User Specifications, or other additional information applicable to this Mini-Bid. Bidders are strongly encouraged to submit proposed deviations to the Authorized User by email prior to the Mini-Bid Response Due Date, so that they may be given due consideration prior to the submission of Bids. Do not enter information about Options or Aftermarket Components available for the Vehicle offered, unless it has been included in the Authorized User Specifications. If not applicable, enter "N/A".	
	N/A	

	4.0 Vehicle Price Worksheet (Built to Spec)	Price
4.1	**NYS Base MSRP**	$60,500.00
4.2	**NYS Discount** *[Type a number only (e.g., 5.5); Do not type a percentage sign (%) after the number; For 5.5% type 5.5, not 0.055]*	3.50
4.3	**NYS Base Price** *[Automatically calculated: NYS Base MSRP minus NYS Discount]*	$58,382.50
4.4	**NYS Aftermarket Components Price** *[If there are no Aftermarket Components, leave blank]*	$0.00
4.5	**NYS Price for the Vehicle** *[Automatically calculated: NYS Base Price plus NYS Aftermarket Component Price]*	$58,382.50
4.6	**Number of Vehicles** *[This quantity must match the Number of Vehicles specified by the Authorized User in the Mini-Bid Request]*	1
4.7	**Total Price for Mini-Bid** *[Automatically calculated: NYS Price for the Vehicle multiplied by Total Number of Vehicles]*	$58,382.50

Part C: Pre-Existing Inventory Vehicle(s) offered for Mini-Bid		
1.0	**General Questions (Pre-Existing)**	**Contractor Response**
1.1	Do the Vehicle(s) offered meet all Authorized User Specifications for the requested Vehicle? *[click on yellow box and use drop-down menu]* *(Note: General specifications, and an "Additional Vehicle Specifications Document" are included with each Mini-Bid Request. A Vehicle offered that does not meet all Authorized User Specifications may be deemed non-responsive and may be rejected).*	
1.2	Will the Vehicle(s) and pricing offered for the Mini-Bid Response remain firm and not be withdrawn for at least ten (10) calendar days from the first business day immediately following the Mini-Bid response submittal deadline, or such other period of time as specified in the Mini-Bid Request, in accordance with the Contract (see *Section 2.42 Procurement Method*, Paragraph G *Timeframe for Offers in Mini-Bids*)? *[click on yellow box and use drop-down menu]*	
2.0	**Additional Information (Pre-Existing)**	
2.1	If applicable, enter any deviations from the Authorized User Specifications, or other additional information applicable to this Mini-Bid. Bidders are strongly encouraged to submit proposed deviations to the Authorized User by email prior to the Mini-Bid Response Due Date, so that they may be given due consideration prior to the submission of Bids. Do not enter information about Options or Aftermarket Components available for the Vehicle offered, unless it has been included in the Authorized User Specifications. If not applicable, enter "N/A".	

	3.0 Vehicle Price Worksheet (Pre-Existing)	

[If more than fifteen (15) Pre-Existing Inventory Vehicles are being offered for a Mini-Bid, submit an additional completed Form B (Single OEM Vehicle), Mini-Bid Response form for the Mini-Bid. Submit both Form Bs following the instructions at the top of this Form, using the following naming convention for the additional Form B "OGS 23166-XXXXXXXX-PC12345-Additional Vehicles" (i.e., OGS Award#-Mini-Bid Reference#-Contract#-Additional Vehicles)].

Ref. #	Model Year	Make	Model and Trim Level	Model Code	Exterior Color	Interior Color
(Example)	2023	Chevrolet	Traverse	CV14526	Blue Metallic	Dark Titanium
001						
002						
003						
004						
005						
006						
007						
008						
009						
010						
011						
012						
013						
014						
015						

Chevrolet of Smithtown
Numan Aslan | (631) 863-8554 | naslan@chevroletofsmithtown.com

Town of Rotterdam Police Department

Prepared For: Derek Reilly, Sergeant

5183557331 ext7100

Dreilly@rotterdamny.org,



Note:Photo may not represent exact vehicle or selected equipment.

DRAFT

Chevrolet of Smithtown
Numan Aslan | (631) 863-8554 | naslan@chevroletofsmithtown.com

[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

Selected Model and Options

MODEL

CODE	MODEL
CK10706	2025 Chevrolet Tahoe 4WD 4dr Commercial

COLORS

CODE	DESCRIPTION
	Black

OPTIONS

DESCRIPTION
Active Hill Hold Assist
Seat belts, 3-point, all seating positions
Capless Fuel Fill
Protected idle
Instrumentation, analog
Exterior ornamentation delete
Power supply, 100-amp, auxiliary battery, passenger compartment wiring harness
Power supply, 120-amp, (4) 30-amp circuit, Primary battery, relay controlled, passenger compartment harness wiring
Power supply, 50-amp, power supply, auxiliary battery, passenger compartment wiring harness
Theft-deterrent system, vehicle, PASS-Key III
Commercial Preferred Equipment Group
Calibration, Surveillance Mode interior lighting
Calibration, taillamp flasher, Red/White
Calibration, taillamp flasher, Red/Red
Flasher system, headlamp and taillamp, DRL compatible with control wire
Identifier for Police Package Vehicle
Remote Keyless Entry Package
Seat delete, third row
Key, unique
Airbags, Frontal airbags for driver and front outboard passenger;

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Data Version: 24745. Data Updated: Feb 17, 2025 6:44:00 PM PST.

Chevrolet of Smithtown
Numan Aslan | (631) 863-8554 | naslan@chevroletofsmithtown.com

[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

OPTIONS

DESCRIPTION
Seats, front 40/20/40 split-bench
Lock control, driver side auto door lock disable
Remote start
GVWR, 7600 lbs. (3447 kg)
Intersection Automatic Emergency Braking
Rear Camera Mirror, inside rearview auto-dimming
Black
Rear axle, 3.23 ratio
Jet Black, Cloth seat trim
Cruise control, electronic with set and resume speed
Battery, 850 cold-cranking amps with 95 amp hour rating
Battery, auxiliary, 760 cold-cranking amps with 70 amp hour rating
Alternator, 250 amps
Engine, 5.3L EcoTec3 V8
Transmission, 10-speed automatic
Emissions, Colorado, Connecticut, Delaware, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia and Washington state requirements
1FL Safety Package
Wheels, 20" x 9" (50.8 cm x 22.9 cm) steel
Tire, spare 275/55R20 all-season, blackwall, Firestone Firehawk Pursuit
Skid plate, front
Wheel, full-size spare, matching 20" (50.8 cm) steel wheel without center cap
Wiring provision, for outside mirrors and cargo side mirrors
IntelliBeam, automatic high beam on/off
Rear Parking Assist
Forward Collision Alert
Rear Cross Traffic Braking
Automatic Emergency Braking
Blind Zone Steering Assist

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[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

OPTIONS

DESCRIPTION
Lane Keep Assist
Front Pedestrian and Bicyclist Braking
Side Bicyclist Alert
Audio system, 17.7" diagonal advanced color LCD display
Ground wires, blunt cut cargo area and blunt cut console area
Luggage rack side rails, delete
Recovery hooks, 2 front, frame-mounted, Black
Speedometer calibration
Fascia, front high-approach angle
Tires, 275/55R20SL all-season, blackwall, Firestone Firehawk Pursuit
Suspension Package, heavy-duty, police-rated.
Options Total

Standard Equipment

Mechanical

Engine, 5.3L EcoTec3 V8 with Dynamic Fuel Management, Direct Injection and Variable Valve Timing, includes aluminum block construction (355 hp [265 kW] @ 5600 rpm, 383 lb-ft of torque [518 Nm] @ 4100 rpm) (STD)
Transmission, 10-speed automatic electronically controlled with overdrive, includes Traction Select System including tow/haul (STD)
Rear axle, 3.23 ratio
Suspension, Premium Smooth Ride
GVWR, 7600 lbs. (3447 kg) (4WD models only.) (STD)
Keyless start, push button
Automatic Stop/Start (Not available when (9C1) Police Vehicle or (5W4) Special Service Vehicle is ordered.)
Engine control, stop/start system disable button, non-latching (Not available when (9C1) Police Vehicle or (5W4) Special Service Vehicle is ordered.)
Engine air filtration monitor
Fuel, gasoline, E15
Transfer case, active, single-speed, electronic Autotrac does not include neutral. Cannot be dinghy towed
Differential, mechanical limited-slip

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[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

Mechanical

4-wheel drive

Air filter, heavy-duty

Cooling, external engine oil cooler, heavy-duty air-to-oil integral to driver side of radiator

Cooling, auxiliary transmission oil cooler, heavy-duty air-to-oil

Alternator, 220 amps (Not available with (9C1) Police Vehicle or (5W4) Special Service Vehicle.)

Trailering equipment includes trailering hitch platform, 7-wire harness with independent fused trailering circuits mated to a 7-way connector and 2" trailering receiver

Trailer sway control

Hitch Guidance

Suspension, front coil-over-shock with stabilizer bar

Suspension, rear multi-link with coil springs

Steering, power

Brakes, 4-wheel antilock, 4-wheel disc with DURALIFE rotors

Exhaust, single system, single-outlet

Mechanical Jack with tools

Exterior

Wheels, 18" x 8.5" (45.7 cm x 21.6 cm) Bright Silver painted aluminum (STD)

Tires, 265/65R18SL all-season, blackwall (Standard with (RCV) 18" Bright Silver painted aluminum wheels only.) (STD)

Wheel, full-size spare, 17" (43.2 cm) steel

Tire, spare P265/70R17 all-season, blackwall

Tire carrier, lockable outside spare, winch-type mounted under frame at rear

Active aero shutters, upper

Fascia, front

Luggage rack side rails, roof-mounted, Black, standard (Available with (5W4) Special Services Vehicle.)

Assist steps, Black with chrome accent strip

Headlamps, LED

Tail lamps, LED

Mirrors, outside heated power-adjustable, manual-folding, body-color

Mirror caps, body-color

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[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

Exterior

Glass, deep-tinted (all windows, except light-tinted glass on windshield and driver- and front passenger-side glass)

Glass, acoustic, laminated

Glass, windshield shade band

Windshield, solar absorbing

Wipers, front intermittent, Rainsense

Wiper, rear intermittent with washer

Door handles, body-color

Liftgate, rear manual

Entertainment

Audio system, 17.7" diagonal advanced color LCD display with Google built-in compatibility (select service plan required, terms and limitations apply), including navigation capability, connected apps, personalized profiles for each driver's settings, Natural Voice Recognition and Phone Integration (STD)

Audio system feature, 6-speaker system

Bluetooth for phone personal cell phone connectivity to vehicle audio system

5G Wi-Fi Hotspot capable (Requires (UE1) OnStar. Terms and limitations apply. See onstar.com or dealer for details.)

Wi-Fi Hotspot capable (Requires (UE1) OnStar. Terms and limitations apply. See onstar.com or dealer for details.)

SiriusXM, delete

Wireless Apple CarPlay/Wireless Android Auto

Interior

Seats, front bucket (4WD only. When ordered with (9C1) Police Vehicle, requires (PQA) 1FL Safety Package and (UDA) OnStar deactivated. Includes (D07) floor console. Not available with SEO (5Y1) front center seat delete or SEO (5T5) front cloth and second row vinyl seats.)

Seat adjuster, driver 8-way power

Seat adjuster, front passenger 6-way power

Seat adjuster, front passenger 8-way power

Seat adjuster, driver 2-way power lumbar

Seat adjuster, front passenger 2-way power lumbar

Seats, second row 60/40 split-folding bench, manual

Seats, third row 60/40 split-folding bench, manual (Not available with (9C1) Police Package or (5W4) Special Service Package.)

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[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

Interior

Floor covering, Black rubberized vinyl (Deleted when (B30) floor covering is ordered.)

Electronic Precision Shift

Steering column lock, electrical

Steering column, manual tilt and telescopic

Steering wheel, vinyl

Steering wheel controls, mounted audio, Driver Information Center, Adaptive Cruise Control, Forward Collision Alert following gap button and heated steering wheel (when equipped)

Driver Information Center, 11" diagonal multi-color digital display

Door locks, power programmable with lockout protection and delayed locking

Keyless Open includes extended range Remote Keyless Entry

Window, power with driver Express-Up/Down

Window, power with front passenger Express-Up/Down

Windows, power with rear Express-Down

Adaptive Cruise Control (Not available with (9C1) Police Vehicle or (5W4) Special Service Vehicle.)

Universal Vehicle Module

Theft-deterrent system, electrical, unauthorized entry

Display, automatic occupant sensing (Requires (9C1) Police Vehicle or (5W4) Special Service Vehicle.)

Wireless Phone Charging, for portable devices

USB ports, 2 type-A and C, charge and data, located on front console

USB ports, 2 type-C, charge-only, located in third row

Air conditioning, tri-zone automatic climate control with individual climate settings for driver, right front passenger and rear seat occupants

Air conditioning, rear

Defogger, rear-window electric

Power outlets, 2, 120-volt, located on the rear of the center console and rear cargo area

Sill plates, bright, front and rear door

Mirror, inside rearview manual day/night

Visors, driver and front passenger illuminated vanity mirrors, sliding

Assist handles, overhead, driver and front passenger, located in headliner

Assist handles, front passenger A-pillar and second row outboard B-pillar

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Chevrolet of Smithtown
Numan Aslan | (631) 863-8554 | naslan@chevroletofsmithtown.com

[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

Interior

Lighting, interior with dome light, driver- and passenger-side door switch with delayed entry feature, cargo lights, door handle or Remote Keyless Entry-activated illuminated entry and map lights in front and second seat positions

Cargo management system

Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)

Safety-Interior

Forward Collision Alert (Deleted when (9C1) Police Vehicle or (5W4) Special Service Vehicle is ordered.)

Airbags, Frontal airbags for driver and front outboard passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Driver inboard seat-mounted side-impact airbag; Head-curtain airbags for all rows in outboard seating positions (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)

Front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)

Hill Start Assist

OnStar Services capable (On 4WD model, deleted when (UDA) OnStar deactivated is ordered. See onstar.com for details and limitations. Services vary by model. Service plan required.)

Enhanced Automatic Parking Assist (Not available with (9C1) Police Vehicle or (5W4) Special Service Vehicle.)

HD Surround Vision

Rear Camera Washer

Rear Pedestrian Alert

Forward Collision Alert (Deleted when (9C1) Police Vehicle or (5W4) Special Service Vehicle is ordered.)

Safety Alert Seat

Rear Seat Reminder

Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings or Teen Driver menu (Defaulted off. Feature can be turned on in the infotainment menu.)

Door locks, rear child security, manual

LATCH system (Lower Anchors and Tethers for CHildren), for child restraint seats lower anchors and top tethers located in all second-row seating positions, top tethers located in third row seating positions

Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver

Tire Pressure Monitoring System auto learn, includes Tire Fill Alert (does not apply to spare tire)

Warning tones headlamp on, driver and right-front passenger seat belt unfasten and turn signal on

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[Fleet] 2025 Chevrolet Tahoe (CK10706) 4WD 4dr Commercial (5) (Complete)

Safety-Interior

OnStar Basics (OnStar Fleet Basics for Fleet) Drive confidently with core OnStar services including remote commands, built-in voice assistance, real-time traffic and navigation, and Automatic Crash Response to help if you're in need. (OnStar Basics includes remote commands, Navigation, Voice Assistance, and Automatic Crash Response, for eligible vehicles with compatible software. For MY25 vehicles, OnStar Basics is standard for 8 years; OnStar plan, working electrical system, cell reception and GPS signal required. OnStar links to emergency services. Service coverage varies with conditions and location. Service availability, features and functionality vary by device and software version. See onstar.com for details and limitations.)

Safety-Mechanical

Enhanced Automatic Emergency Braking

Reverse Automatic Braking (Not available with (9C1) Police Vehicle or (5W4) Special Service Vehicle.)

StabiliTrak, stability control system with brake assist, includes traction control

WARRANTY

Warranty Note: <<< Preliminary 2025 Warranty >>>
Basic Years: 3
Basic Miles/km: 36,000
Drivetrain Years: 5
Drivetrain Miles/km: 60,000
Drivetrain Note: 3.0L & 6.0L Duramax® Turbo-Diesel engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles
Corrosion Years (Rust-Through): 6
Corrosion Years: 3
Corrosion Miles/km (Rust-Through): 100,000
Corrosion Miles/km: 36,000
Roadside Assistance Years: 5
Roadside Assistance Miles/km: 60,000
Roadside Assistance Note: 3.0L & 6.0L Duramax® Turbo-Diesel engines, and certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles
Maintenance Note: First Visit: 12 Months/12,000 Miles

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Data Version: 24745. Data Updated: Feb 17, 2025 6:44:00 PM PST.

RESOLUTION NO. 121.25

TO NEGOTIATE AND EXECUTE A LEASE WITH PURCHASE OPTION FROM JOHN DEERE FOR ONE LOADER AT THE HIGHWAY DEPARTMENT

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute a lease with purchase option from John Deere, for one 624-P-Tier Wheel Loader, for a term of 48 months, in accordance with the attached payment schedule, for a total amount not to exceed two hundred twenty-four thousand three hundred sixty and 53/100 ($224,360.53) dollars, paid from fund line DA5110-2000 Highway Equipment.

SECTION 2. This resolution shall be effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 5, 2025

TO: Mollie Collins, Supervisor

FROM: Larry Lamora, Highway Superintendent 

TITLE OF REQUEST: To Lease with the purchase option from John Deere, one 624P Loader.

TOWN BOARD MEETING: March 12th, 2025

Background Information: For the Replacement of a 2008 Volvo LF90 Loader for the use of loading Materials.

Evaluation/Analysis: To replace a 2008 loader with the purchase of a loader from United Construction & Forestry on the Sourcewell contract #PC70139 with the extended warranty.

Recommendation(s): To make four payments of an estimated price of $56,500 over the course of four years with a final buyout payment of $1 in 2029.

Attachment/Document(s): attached

Compliance with Purchasing Policy: yes

Effect(s) on Existing Law(s): N/A

LEGISLATION WILL BE PREPARED BY:

DRAFT

JOHN DEERE

Finance Options

Lease 1

Payment Amount	$56,089.88	Contract Date	24-Jan-2025
Payment Frequency	Annual	First Reg. Pymt. Date	24-Jan-2026
Payments	4	Purchase Option Date	24-Jan-2029
# of Adv. Payments	1		
Term (Months)	48		
Purchase Option Amount	$1.00		

Payment Schedule

#	Date	Payment
1	24-Jan-2025	$56,089.88
2	24-Jan-2026	$56,089.88
3	24-Jan-2027	$56,089.88
4	24-Jan-2028	$56,089.89
5	24-Jan-2029	$1.00
2025 Total		**$56,089.88**
2026 Total		**$56,089.88**
2027 Total		**$56,089.88**
2028 Total		**$56,089.89**
2029 Total		**$1.00**
Total		**$224,360.53**

DRAFT

This calculator provides an estimate only based on the information you provide and is intended to be used for discussion purposes only. The estimate is not a representation, claim, statement, offer, request or proposal. Your actual payment(s) and payment schedule may vary depending on transaction terms, including applicable rates, freight and other charges. Rates used for calculation are not rate guarantees or offers. The calculator should not be relied upon as specific financial or other advice. There is no commitment on the part of John Deere Financial or authorized John Deere dealers to make any loan or lease to the customer on these or any other terms. All loans and leases are subject to John Deere Financial approval and dealer participation.

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JOHN DEERE

Finance Options

	Lease 1
Amount Financed	---
Payment Amount	$56,089.88
Contract Rate	---
Payment Frequency	Annual
Payments	4
# of Adv. Payments	1
Term (Months)	48
Purchase Option Amount	$1.00

Dates

Contract Date	24-Jan-2025
Interest Begin Date	---
First Reg. Pymt. Date	24-Jan-2026
Rate Change Date	---
Purchase Option Date	24-Jan-2029

Amount Financed

Selling Price	---
Down Payment	---
Trade-In Value	---
Rental Applied	---
Fees	---
Program Fees	---
Insurance Premium	---
Service Agreements	---
Taxes	---

DRAFT

This calculator provides an estimate only based on the information you provide and is intended to be used for discussion purposes only. The estimate is not a representation, claim, statement, offer, request or proposal. Your actual payment(s) and payment schedule may vary depending on transaction terms, including applicable rates, freight and other charges. Rates used for calculation are not rate guarantees or offers. The calculator should not be relied upon as specific financial or other advice. There is no commitment on the part of John Deere Financial or authorized John Deere dealers to make any loan or lease to the customer on these or any other terms. All loans and leases are subject to John Deere Financial approval and dealer participation.

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JOHN DEERE

Quote Summary

Prepared For:
TOWN OF ROTTERDAM
54 DUANESBURG RD
SCHENECTADY, NY 12306
Business: 518-355-7722
RFISHER@ROTTERDAMNY.ORG

Prepared By:
BRANDON LITTLE
United Construction & Forestry
20 Deere Lane
Clifton Park, NY 12065
Phone: 518-371-5111
brandon.little@ucfne.com

Quote Id: 32171957
Created On: 03 January 2025
Last Modified On: 19 February 2025
Expiration Date: 10 January 2025

Equipment Summary	Selling Price		Qty		Extended
JOHN DEERE 624 P-Tier Wheel Loader / SOURCEWELL CONTRACT #PC70139	$ 225,000.00	X	1	=	$ 225,000.00
Extended Warranty Extended Warranty, 624 P, Powertrain And Hydraulics, 2000 Total Hours or 48 Total Months, $0 Deductible	$ 0.00	X	1	=	$ 0.00
Equipment Total					**$ 225,000.00**

Trade In Summary	Qty	Each	Extended
2008 VOLVO L90F - VCE0L90FJ00068608	1	$ 25,000.00	$ 25,000.00
PayOff			$ 0.00
Total Trade Allowance			$ 25,000.00
Trade In Total			**$ 25,000.00**

Quote Summary	
Equipment Total	$ 225,000.00
Trade In	$ (25,000.00)
Filing / Origination Fees	$ 0.00
SubTotal	$ 200,000.00
Est. Service Agreement Tax	$ 0.00
Total	$ 200,000.00
Down Payment	(0.00)
Rental Applied	(0.00)
Balance Due	**$ 200,000.00**

Salesperson : X _____ **Accepted By : X** _____

DRAFT

JOHN DEERE

Selling Equipment

Quote Id: 32171957 **Customer:** TOWN OF ROTTERDAM

JOHN DEERE 624 P-Tier Wheel Loader / SOURCEWELL CONTRACT #PC70139

Hours:
Stock Number:

Code	Description	Qty
6041DW	624 P Wheel Loader	1
	Standard Options - Per Unit	
183E	JDLink™	1
0202	United States	1
0259	English	1
0351	Translated Text Labels	1
0400	Standard Loader	1
0451	Standard Z-BAR	1
0613	Level 3 Trim	1
0658	Level 3 Performance	1
0951	Rear Camera (Primary Display)	1
1100	Less Detection System	1
1301	Left Side Steps	1
2205	SmartWeigh Ready + Trial	1
4095	John Deere 6.8L - FT4/SV	1
5121	No Brand Preference - 20.5R25 L3 1-Star Radial Tires w/ 3 PC Rims	1
5553	Full Coverage Front Fenders	1
6522	Rear Counterweight & Rear Hitch w/ Pin	1
7026	Joystick Controls	1
7054	Three Function Hydraulics	1
7404	Hydraulic Coupler - Hi-Vis/ISO Pattern	1
7458	Bolt-On Cutting Edge	1
7500	Less Fork Frame	1
7700	Less Tines	1
7827	3.50 YD (2.70 CM) Enhanced Performance	1
8015	20.5R25 L3 1-Star Radial Tires w/ 3 PC Rims - No Brand Preference	1
8295	Heated And Powered Exterior Mirrors	1
8500	Cold Weather Package	1
8508	Auxiliary Equipment Package	1
	Dealer Attachments	
BYT11266	License Plate Bracket	1
	Value Added Services	

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JOHN DEERE

Selling Equipment

Quote Id: 32171957 **Customer:** TOWN OF ROTTERDAM

Extended Warranty

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JOHN DEERE Extended Warranty

Extended Warranty Proposal

PowerGard™ Protection Plan

4WD Loaders
Date : February 19, 2025

Machine/Use Information		Plan Description		Price	
Manufacturer	**JOHN DEERE**	Plan Type:	Extended Warranty	Deductible:	$ 0
Equipment Type	4WD Loaders	Coverage:	Powertrain And Hydraulics	Quoted Price	$ 0.00
Model	624 P	Total Months:	48		
Country	US	Total Hours:	2000	Date Quoted	February 19, 2025
MFWD/Tracks	N				
Scraper Use					

Extended Warranty is available only through authorized John Deere Dealers for John Deere Products,and may be purchased at any time before the product's Standard Warranty,or Extended Warranty expires.

Extended Warranty Proposal Prepared for:

Customer Name - Please Print

Customer Signature

I have been offered this extended warranty and

☑ I ACCEPT the Extended Warranty

☐ I DECLINE the Extended Warranty

If declined, I fully understand that any equipment listed above is not covered for customer expenses due to component failures beyond the original basic warranty period provided by John Deere.

Note : This is **not** a contract. For specific Extended Warranty coverage terms and conditions, please refer to the actual Extended Warranty contract for more information and the terms, conditions and limitations of the agreement.

What Extended Warranty is :

The Extended Warranty Program is for the reimbursement on parts and labor for covered components that fail due to faulty material or original workmanship that occur beyond the John Deere Basic Warranty coverage period. The agreement is between Deere & Company and the owners of select John Deere Construction and Forestry equipment, who purchase the Extended Warranty Plans for the desired coverage as indicated in this proposal.

What Extended Warranty is not :

Extended Warranty is not insurance. It also does not cover routine maintainance or high wear items,or insurance-related risks/perils such as collision, overturn, vandalism, wind, fire, hail, etc. It does not cover loss of income during or after an equipment failure. See the actual product-specific Extended Warranty agreement for a complete listing of covered components, and limitations and conditions under the program.

Features/Benefits:

- Extended Warranty includes the following features and benefits under the program :
- Pays for parts and labor costs incurred on failed covered components (less any applicable deductibles),
- Does not require pre-approval before repairs are made by the authorized John Deere dealership,
- Payments are reimbursed directly to the dealership with no prepayment required by the contract holder.

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V22

Quote Valid for 90 days

Contract: 032119-VCE | **NY State Contract: PC69437** | **Date: 12/12/2024**

Buying Agency:	TOWN OF ROTTERDAM	**Dealership:**	ALTA CONSTRUCTION EQUIPMENT NY LLC
Contact Person:		**Prepared By:**	ANNE JACKSON
Phone:		**Phone:**	315-729-0747
Email:		**Email:**	ANNE.JACKSON@ALTG.COM
Sourcewell Product Code	D - Volvo Pricing Catalog: Wheel Loaders Large		

A. Catalog / Price Sheet Items being purchased

Quan		Unit Pr	Total
1	VOLVO L90H	$235,708	$235,708
		Sourcewell Machine Price:	$235,708
		Additional Discount:	-$12,500
		Subtotal A:	**$223,208**

B. Sourced and/or Non-Contracted Items

Quan	Description	Unit Pr	Total
1			$0
1			$0
1			$0
1			$0
1			$0
1			$0
1			$0
1			$0
		Subtotal B:	**$0**

C. Freight / Installation / Ext Warranty / Trade-Ins / Other Allowances/ Miscellaneous Charges

Freight	$1,000
PDI	$1,000
LESS TRADE VOLVO L90F 2008 SN 68608	-$25,000
	-$23,000

Delivery Date:

D. TOTAL PURCHASE PRICE (A+B+C): **$200,208**

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Version 22

Description	Part #	List Price
VOLVO L90H		**$318,437**
20.5R25 BRIDGESTONE	WL20011	$20,904
RIMS	WL21004	$5,037
FULL FENDERS	WL22004	$1,124
FUEL FILL STRAINER	WL30007	$0
DELAYED ENGINE SHUTDOWN	WL30024	$228
AIR PRECLEANER TURBO III	WL31005	$1,612
ENGINE BLOCK HATER	WL33002	$1,129
REVERSIBLE FAN	WL37001	$1,517
VOLVO AIR SUSP HEATED SEAT	WL41010	$2,504
A/C	WL42001	$8,049
RADIO BLUETOOTH	WL43004	$1,218
RADIO MOUTING KIT WITH 20 AMP CONVERTOR	WL44002	$1,282
STEERING KNOB	WL45001	$0
LEFT HAND ARMREST	WL45040	$255
SINGLE LEVER JOYSTICK WITH 3RD FUNCTION	WL47002	$6,201
HOLOGEN FEATURE LIGHT PACKAGE	WL50028	$404
LED BEACON	WL51003	$1,042
JUMP START CONECTOR	WL53010	$914
BACK UP ALARM	WL54001	$0
SEP ATTACH LOCKING	WL64001	$3,965
OIL SAMPLE PORTS	WL71002	$369
FOOTSTEPS FRONT FRAME	wl71005	$360
BOOM SUSP	WL80001	$8,676
CTWT	WL81001	$2,189
TOW HITCH	WL82005	$557
SMV	WL84001	$375
COVER PLATES REAR FRAME	WL86013	$0
LIFETIME FRAME WARRANTY	WL86041	$0
CARETRACK	WL88010	$0
3.5YD HD GP BUCKET	WLA86304	$19,258
BOLT ON EDGE	WLA80679	$1,993
ATTACH BRACKET	WL85346	$8,323
Total List Price		**$417,922**
Sourcewell % off List		43.6%
Sourcewell Machine Price		**$235,708**

See Front Page of Quote for Total Purchase Price

Mike Chase
500 Commerce Drive
Clifton Park NY

12/27/2024

Milton CAT

Town of Rotterdam - 938 Next Gen

579-7703	938 14A WHEEL LOADER	$	316,190.00
593-8941	STNDARD LIFT COUPLER READY	$	730.00
593-8943	HYDRAULICS, 3V	$	2,120.00
536-5284	HYDRAULICS, STANDARD	$	-
579-7718	STEERING WHEEL, STANDARD	$	-
593-8916	JOYSTICK 3V, STEERING WHEEL	$	316.00
349-8014	DIFFERENTIAL, OPEN REAR	$	-
579-7720	ENVIRONMENT, STANDARD	$	-
579-7731	WEATHER, COLD START 120V	$	3,845.00
578-1363	CAB, STANDARD	$	3,500.00
579-7735	AIR CONDITIONING, R134A REF	$	-
579-7738	PUSH START, PASSCODE SECURITY	$	-
579-7761	CAMERA, REAR VIEW	$	-
578-1408	MIRROR, HEAT ONLY	$	432.00
593-8962	SEAT, DELUXE, TILT AND TELE	$	1,425.00
590-8903	LIGHTS, AUX, LED, PREMIUM	$	1,365.00
633-0624	LIGHTS, ROADING, HALOGEN, RH	$	-
590-8872	STANDARD RADIO (12V)	$	985.00
598-2802	WINDSHIELD ACCESS STEPS	$	855.00
613-2831	TIRES, 20.5R25 MA MS301 * L3	$	12,320.00
593-8957	FENDERS FULL COVER	$	3,575.00
467-7990	CTWT, HEAVY,3770LBS,7PCS	$	3,575.00
491-7922	TOOLBOX AUX	$	675.00
530-1628	LINES, AUX 3RD, STD LIFT	$	407.00
579-7697	RIDE CONTROL	$	5,390.00
623-6438	MIRROR, INTERNAL 2X REAR VIEW	$	273.00
342-0215	VISOR GP-CAB	$	187.00
349-8165	GUARD, POWERTRAIN, LOWER	$	1,870.00
	5 year 5,000 hr prem warranty included		
	Caterpillar 938 List Price - -	$	360,426.00
	NYS OGS Contract #PC69406 Advertised Discount 24% - -	$	(86,502.24)
	Caterpillar 938 Machine Price - -	$	**273,923.76**
	Work Tools		
EQ255086	JRB 416 COUPLER	$	8,705.00
EQ2555096	3.25 GP BUCKET JRB		11100.00
	Work Tool List Price - -	$	**19,805.00**
	CAT Discount - -	$	**(37,653.76)**
	Machine Sale price	$	**256,075.00**

Due to the current situation with Global steel costs, this quote is valid for 30 days. We'll do our best to hold the price when an order is placed, but please contact me for an updated quote if it's been longer than 30 days. Lead times are based on current demand and subject to change without notice

RESOLUTION NO. 122.25

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH RAND WINDOW FASHIONS FOR THE PURCHASE OF WINDOW SHADES AT THE SENIOR CENTER

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with Rand Window Fashions, located at 803 Route 50, Burnt Hills, New York 12027, for the supply and installation of window shades, as described in the attached quote dated 03/04/25, to be installed at Rotterdam Senior Center, in the amount not to exceed one thousand nine hundred eighty-seven and 00/100 ($1,987.00) dollars.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 6, 2025

TO: Mollie Collins, Town Supervisor

FROM: Linda Testa, Project Coordinator, Office of the Aging

TITLE OF REQUEST: To install window blinds in the Senior Center auditorium

TO BE PLACED ON TOWN BOARD AGENDA OF: March 12, 2025

Background Information: Senior Center auditorium needs Window blinds.

Evaluation/Analysis: Rand Window Fashions will install Graber solar shades with continuous Loop for the five windows located in the Senior Center Auditorium.

Recommendation(s): Authorize the Supervisor to sign the agreement for Graber Window Blinds to be installed in an amount not to exceed $1,987.00.

Attachment/Documents(s): Quotes from Colorize Inc. Schenectady, Rand Window Fashions & Blinds, Shades &More

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): N/A

LEGISLATION WAS PREPARED BY: Linda Testa, Project Coordinator, Office of the Aging

DRAFT

Proposal

RAND WINDOW FASHIONS
803 Route 50
Burnt Hills, NY 12027

Phone: (518) 399-3466 **Fax: (518) 393-1459**

PROPOSAL SUBMITTED TO	PHONE	DATE
Town Of Rotterdam		03/04/25
STREET	JOB NAME	
	Senior Center	
CITY, STATE and ZIP CODE	JOB LOCATION	
	2639 Hamburg Street	
ARCHITECT / DATE OF PLANS		JOB PHONE

We hereby submit specifications and estimates for:

To supply and install 5 Graber 3/4" FR rated cellular shades with continuos loop lift system. Color manilla.

$1987.00

No sales tax included (exempt)

All quotes are based on 1 complete order.

We Propose hereby to furnish material and labor — complete in accordance with above specifications, for the sum of:

_____ dollars ($ _____).

Payment to be made as follows:

Net 30

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature **William Crosby**

Note: This proposal may be withdrawn by us if not accepted within **30** days.

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____ SIGN HERE

Date of Acceptance: _____

Signature _____

DRAFT

BLINDS, SHADES & MORE
1602 Van Vranken Avenue, Schenectady, NY 12308
P: 518-374-9871 F: 518-374-0927

4 March 2025 ***REVISED***

Subject: Rotterdam Senior Center
2639 Hamburg St.
Schenectady, NY

Dear Jim:

Blinds, Shades & More is pleased to submit this proposal for window treatments at the Rotterdam Senior Center, per our site visit on 1/22/25. *Revised price based on quantity reduction per phone call on 3/4/25.*

Scope of Supply:

Furnish and Install Five (5) Graber SWF Cellular Shades, ¾" Single Cell, Continuous Loop Lift, Fire Retardant Light Filtering Fabric. Color: LSC Scroll FR Manila

Product:	$ 1,900.00
Prevailing Wage Installation	$ 285.00
Total	**$ 2,185.00 (tax exempt)**

Cycle Time:
Cycle time is estimated at 4-6 weeks from time of order. No guarantee of cycle time can be made, however, since this is based on fabric availability, work load at the time of order as well as shipping delays, etc.

Terms:
Price above includes all shipping and handling charges but does not include any applicable taxes.
Warranty is manufacturer's standard, which is available to review at our offices or on manufacturer's website.
Installation is included at prevailing rates.

Unless specifically otherwise stated herein, price assumes:

- All materials will be ordered and installed at one time
- Unless otherwise specified herein, no "extra materials" or "attic stock" have been included. For window shades that need to be measured for exact window sizes (even of nominally same size (windows), this does not make economic sense.
- Any lifts required for measure or installation are by others; or a $400 mobilization and $200 Daily charge will be applicable.
- Quote includes mechanical installation of window treatments only. All wiring and electrical connections by others.
- All blocking required for a secure installation by others
- An elevator or lift will be available for floors higher than 2 stories (if no elevator or lift, owner/GC to provide manpower to carry materials to upper floors.
- Installation hours are Monday thru Friday, 9am to 4 pm.

DRAFT

This proposal is valid for acceptance through March, 2025 after which this contract price will need to be renegotiated.

WBE:
Blinds, Shades & More is a NYS Certified Woman-Owned Business.

Should you have any questions on this proposal please contact us. We would look forward to working with you on this project.

Sincerely,

GEMMA

G. DiVirgilio

DRAFT

Colorize Inc. Schenectady
480 Balltown Road
Schenectady NY 12304
Phone: (518) 579-2488

Quotation

Number	Date	Page
S0079277	3/6/2025	1

SOLD TO

5183557575
Rotterdam Town Hall
1100 Sunrise Blvd
Schenectady NY

TEST

Phone	Fax	Clerk	Terms	PO Number	Valid Until	Delivery
		KR	Cash	SENIOR CTR CELLULAR	4/5/2025	Pick Up

Item Number	Description	List	Discount	Quantity	U/M	Tax	Unit Price	Extension
GRABG97600	Graber Honeycomb Shades - Front Color: SCROLL FR MANILLA Style: Cellular Control System: Continuous Loop Control Position: Left Mounting: Inside Location: Inside	490.00	10.00%	4	EACH	N	441.00	1,764.00
GRABG97600	Graber Honeycomb Shades - Side Color: SCROLL FR MANILLA Style: Cellular Control System: Continuous Loop Control Position: Right Mounting: Inside Location: Inside	450.00	10.00%	1	EACH	N	405.00	405.00
INSTALLATION	Installation Charge	125.00		1	EACH	N	125.00	125.00

Continued

DRAFT

Colorize Inc. Schenectady
480 Balltown Road
Schenectady NY 12304
Phone: (518) 579-2488

Quotation

Number	Date	Page
S0079277	3/6/2025	2

SOLD TO

5183557575
Rotterdam Town Hall
1100 Sunrise Blvd
Schenectady NY

TEST

Phone	Fax	Clerk	Terms	PO Number	Valid Until	Delivery
		KR	Cash	SENIOR CTR CELLULAR	4/5/2025	Pick Up

Item Number	Description	List	Discount	Quantity	U/M	Tax	Unit Price	Extension

Total Discount Savings $241.00

Monday to Friday 6:00 - 6:00
Saturday 8:00 - 4:00
Sunday 9:00 - 3:00

Check out our other locations:

1750 Route 9 Clifton Park
63 Quaker Rd Queensbury
112 N Greenbush Rd Troy

or

SHOP ONLINE @ MyColorize.com

SubTotal	**$2,294.00**
Sales Tax	$0.00
Total	**$2,294.00**

S0079277

Accepted By : _____

Print Name : _____

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RESOLUTION NO. 123.25

TO ESTABLISH CAPITAL PROJECT EXPENDITURE LINE H134 WATER IMPROVEMENTS WATER DISTRICT NO. 5

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to establish Capital Project Expenditure Line H134, Water Improvements Water District 5, to allow for the proper recording of all associated revenues and expenditures.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM
John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 7, 2025

TO: Mollie Collins – Town Supervisor

FROM: Jack Dodson – Deputy Supervisor

TITLE OF REQUEST: Establish a capital expenditure line H134 for the Water District No. – 5 Comprehensive Water System Improvement Project.

TOWN BOARD MEETING: March 12, 2025

Background Information: The Town of Rotterdam contracted with Barton and Lojudice to conduct a basis of design report to evaluate and recommend comprehensive capital improvements for Water District No. 5 including source and distribution system improvements. Pursuant to Bond Resolution 268.22 dated September 14, 2022, the town is authorized to borrow to complete said water system improvement project

Evaluation/Analysis: Resolution 268.22 authorizes $34,000,000 in bonds to proceed with the construction of the recommended water system improvements. A capital project account is required to record all associated revenues and expenditures.

Recommendation(s): Establish capital expenditure account H134 for the construction of capital water system improvements for Water District No. 5.

Attachment/Document(s): Bond Resolution 268.22.

Compliance with Purchasing Policy: Construction project to be bid.

Effect(s) on Existing Law(s): N/A

LEGISLATION WILL BE PREPARED BY: Supervisor's Office

DRAFT

RESOLUTION NO. 124.25

TO ESTABLISH CAPITAL PROJECT EXPENDITURE LINE H135-TOWN COURT AND POLICE FACILITY

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to establish Capital Project Expenditure Line H135, Town Court and Police Facility, to allow for the proper recording of all associated revenues and expenditures.

SECTION 2. This resolution shall become effective March 12, 2025.

DATED: March 12, 2025

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

DRAFT

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: March 7, 2025

TO: Mollie Collins – Town Supervisor

FROM: Jack Dodson – Deputy Supervisor

TITLE OF REQUEST: Establish a capital expenditure line H135 for the purchase of 369 Duanesburg Road and the construction of a new Town Court and Police Facility.

TOWN BOARD MEETING: March 12, 2025

Background Information: The Town of Rotterdam contracted with Barton and Lojudice to conduct a feasibility study to analyze options for necessary improvements to the existing court and police facility which has many deficiencies and is past its useful life. The Town Board determined that the construction of a new facility would best meet the needs of the Town. Pursuant to Bond Resolution 327.24 dated August 14, 2024, the town is authorized to borrow to complete said improvement project

Evaluation/Analysis: Resolution 327.24 authorizes $28,500,000 in bonds to proceed forward with the construction of a new Town Court and Police Facility. A capital project account is required to record all associated revenues and expenditures.

Recommendation(s): Establish capital expenditure account H135 for the purchase of 369 Duanesburg Road and construction of a new Town Court and Police Facility.

Attachment/Document(s): Bond Resolution 327.24.

Compliance with Purchasing Policy: Project to be bid

Effect(s) on Existing Law(s): N/A

LEGISLATION WILL BE PREPARED BY: Supervisor's Office

DRAFT