



Clapper Road Thruway Interchange Focus Group Meeting
Minutes
April 6, 2009, 8 AM, Room 101

Introduction / Goals / Objectives - Supervisor Cunningham

- Study Goals – Not an interchange justification study; Use existing Clapper Road to maximum extent; Use existing Clapper Road bridge over the Thruway; Impact on Thruway revenues.
- Project Goals – Improve safety and quality of life on Maple Avenue; Develop project using a sustainable approach; Reduce traffic burden at Exit 23; Support Federal freight mobility goals; Support regional land use/comprehensive planning.

Introduction of Group Members

Andy Stokes – Callanan Industries, Tarah Harkins – CSX, Ken Green – McNeary, David Buicko – Selkirk Ventures, David Jukins – CDTC, Jack Cunningham – Town Supervisor, Mike Morelli, Jeff Lipnicky, Debbie Kitchen – ED&P, Terry Ritz – Engineering, Gregg Sagendorph – Highway Superintendent.

Discussions Items

- Route 9W Corridor Study - Jeff Lipnicky
The purpose of the study was to develop transportation strategy to support land use vision in the Comprehensive Plan. Between \$27M and \$40M will need to be invested in the transportation improvements in the Route 9W corridor over the next 10 years. Building the interchange will delay or mitigate some of these improvements. A public/private financing plan similar to the Airport area FGEIS could help to fund the improvements. Specific recommendations have been posted on the Town's website at <http://www.townofbethlehem.org/pages/AdvisoryComs/advRoute9W.asp>.
- Clapper Road Area Interchange Feasibility Study - Terry Ritz
 - Clapper Road Alignment Design - Plan calls for construction of a roundabout at Route 9W and Creble Road; Realignment of Clapper Road to roundabout; Use existing Clapper Road right-of-way wherever possible.
 - Thruway Interchange Design - Concept A shows an EZ Pass only interchange utilizing the existing Clapper Road bridge over the Thruway; Concept B shows a new full access interchange located approximately 1,500 feet north of Clapper Road. Estimated construction costs are \$21.1M for Concept A and \$37.1M for concept B.
- NYS Thruway Authority Comment Letter - February 26, 2009 - Jack Cunningham
Thruway asked for further clarification on traffic counts and revenue figures.
- Upcoming Presentations - April 23, 2009 SYID Meeting #3 - Terry Ritz
 - CSX Rail Yard
 - Brownfield Redevelopment

Open Discussion

- The Federal Highway Administration wants to see the transportation benefit of the interchange.
- Rail-truck related facilities seem to be recession proof. Larger vs. smaller facilities seem to be the trend.
- Empire Zone benefits are being revised and are expected to sunset in June 2010.
- CSX has land available for warehousing and is interested in lease, sale opportunities.
- Callanan indicated that a new interchange could take 80% of their trucks off of Route 9W in Glenmont.
- State dedicated fund program does not exist. Currently \$12M available for the project.

Next Steps

- Enlist help from Capital District Transportation Committee to address concerns raised by the NYS Thruway Authority