

7 IMPLEMENTATION PLAN

The Northern Tier Expressway Corridor Study, a multi-phased highway corridor improvement project, will require significant funding allocations beyond that typically appropriated to NYSDOT Region 7. Uncertainties in future transportation funding combined with the demands of aging infrastructure and other projects of statewide significance means highway funding will be extremely competitive, and somewhat unpredictable, into the foreseeable future within New York State.

Financial realities bring about concern regarding the ability of future projects to obtain the funding necessary for construction. Due to fiscal constraints and the rising inflation of construction materials, moving this plan from concept to reality will take significant dollars and commitment from local, state and federal agencies.

In the 2008 NYSDOT publication *'Multimodal Investment Needs & Goals for the Future'* it was stated that "The dilemma facing New York State's transportation infrastructure is being replicated across the country. A new policy framework for investing in our transportation infrastructure is needed to preserve the vital transportation network and to improve it for meeting the new demands of competing in the global economy. This new policy framework should allow us to overcome the deficiencies in our transportation assets and, more importantly, to make cost-effective investments that will support our transportation system."

This financial plan chapter details the proposed improvements from this study, by cost and implementation timeframe, and explores some potential opportunities to meet expected funding "gaps".

7.1 Statewide Funding Considerations

In the 2008 Capital Budget hearing presented by NYSDOT Commissioner Astrid C. Glynn, the Northern Tier Expressway was specifically recognized as one of just eight "Illustrative Major Projects" for New York State. Combined, the eight projects represent a 20-year needs estimate of approximately \$50 Billion. This is roughly 28% of the \$175 Billion 20-year transportation capital needs estimate for all transportation-related projects in

New York State. The other seven "Illustrative Major Projects" included:

- Tappan Zee Bridge/I-287 Corridor;
- Gowanus (I-278);
- Intercity Passenger Rail;
- Completion of the I-86 Corridor;
- Completion of the Route 219 Corridor;
- Kosciuszko Bridge (I-278); and
- Peace Bridge.

It should be noted that there is no funding strategy associated with these projects. The NTE, with almost a billion dollars in corridor improvements in Year 2005 dollars, would compete with these projects for funding. As needs increase statewide, and with a renewed focus on bridge safety, corridor improvements are recommended in this study that provide significant benefits for much lower overall cost than the full expressway concept, while not precluding longer-term expressway development.

Some of these alternative corridor projects include passing lanes, bypasses, and operational and safety improvements, all of which can bring about significant improvements to the corridor. These improvements are proposed to be phased-in over the next 20 years and would not preclude the eventual development of the full expressway concept.

7.2 NTE Funding Gaps

It is expected that the first four years of corridor improvements will be developed through the \$6 million allocation in the current Statewide Transportation Improvement Program (STIP).

Beyond 2011, funding becomes even less certain. It is unknown how future legislation will affect transportation financing. It is very possible that highway user fees and public/private ventures will be necessary to develop significant new highway capacity.

Based on the conceptual cost estimates and a very optimistic assessment of funding availability, it is anticipated that some of the near-term projects can be funded over the next four years. It is important to begin development on these projects to demonstrate commitment for the NTE corridor. Years 2012 to 2025 will require significant funding to complete all

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Source: New York Metropolitan Transportation Council Website

"Finding ways to pay for the region's transportation needs in light of critical funding shortfalls was the focus of Closing the Gap: Financing the Region's Transportation Needs, held June 4 at New York University. The event, sponsored by NYMTC and the NYU Wagner Rudin Center for Transportation Policy & Management, drew more than 300 people and featured local, regional and national transportation experts." - NYMTC

recommended projects. Much of the project cost is attributable to the bypasses and costs could potentially be reduced by developing shorter and minimum cross section alignments.

The full expressway and bypass of remaining villages is costly and it is uncertain as to where the funding will come from. As previously mentioned, charging motorist a fee to use the expressway is one way to generate the revenue necessary to fund and maintain the road. If the federal government decides to pursue a project such as the CanAm Connection, it may be possible to get the road financed through more conventional channels. Table 7-1 lists the various project needs, potential funding allocations, and the projected "gap" in funding.

7.3 Funding Sources

Other funding methods such as Congestion, Mitigation, Air Quality (CMAQ) and Transportation Enhancements Program (TEP) may be viable for use in congestion and air quality improvements such as bike paths, sidewalks and intersection improvements that improve traffic flow. The National Main Street Program provides an opportunity for villages to formally create a Main Street program, and utilize it to receive funding to enhance their Main Streets, namely Route 11. Many of the recommended projects/improvements, especially community enhancement recommendations, do not need to wait for, or compete for, federal transportation-related funds to be implemented if the local municipalities are willing to take on the challenge of implementing recommended projects contained in this study.

With funding options limited, annual needs outpacing available funds, and hundreds of millions of dollars needed, it is necessary to consider a range of funding sources to provide much needed resources to complete the vision provided by the corridor study recommendations. The following sections explain the funding opportunities in more detail.

7.3.1 Highway Funding and Program Projections 2008-2011

The Statewide Transportation Improvement Program (STIP) is the four-year statewide, multi-modal program for proposed transportation projects seeking federal transportation funding. The STIP is developed by NYSDOT through its eleven Regional Offices, in consultation with local officials in non-metropolitan areas and in cooperation with the 13 metropolitan planning organizations (MPO) in urbanized areas within New York. Being a rural, non-metropolitan area, NYSDOT Region 7 works with local officials to solicit candidate projects and create the final regional list of projects to be submitted for inclusion in the New York State STIP. Funding is ultimately determined at the state level by incorporating all submissions for funding from MPOs and rural areas and creating a program consistent with SAFETEA-LU fiscal constraint policies.

Current STIP allocations for NYSDOT Region 7 can be found on pages 852 – 901 in the draft STIP summary for fiscal years October 1, 2007 through September 30, 2011. There is currently an allocation of approximately \$6 million for Route 11 related improvements (PIN 714339 – Rt. 11 Corridor Safety Improvements). The DOT project is expected to be developed utilizing the list of near-term projects recommended by this study.

7.3.2 Highway Funding and Program Projections 2012-2025

In addition to the current and expected STIP projects described above, the need for funding and timelines should be considered for the appropriate STIP program in the future.

Table 7-1
Funding Gap Analysis

Funding Program	Timeframe (Years)		
	2008 - 2011	2012-2025	2026+
	Thousands of Dollars		
Project Needs	\$12,000	\$259,000	\$557,500
NYSDOT Region 7 Budget	\$12,000	\$42,000	?
STIP			
2010 Funded STIP Allocation	\$6,000		?
2014 STIP Allocation		\$8,000	?
2017 STIP Allocation		\$8,000	?
Other Sources			
Transportation Enhancements (TEP)	\$0	\$2,000	?
CMAQ (Jefferson County Only)	\$0	\$0	?
TCSP	\$0	\$2,000	?
Recreational Trails	\$0	\$0	?
High Risk Rural Roads	\$0	\$0	?
New York Main Street Program	\$0	\$200	?
Total:	\$18,000	\$62,200	\$0
Funding "Gap"	\$6,000	(\$196,800)	(\$557,500)
Carry-over		\$6,000	
Total potential deficit		(\$190,800)	(\$557,500)

7.4 Additional Funding Programs

With funding options limited, annual needs outpacing available funds, and hundreds of millions of dollars needed, it is necessary to consider a range of funding sources to provide much needed resources to complete the vision provided by the corridor study recommendations. The following sections explain the funding opportunities in more detail.

7.4.1 Transportation Enhancements Program (TEP)

The TEP is a federally funded program administered by NYSDOT that provides funding for transportation projects of cultural, aesthetic, historic and environmental significance. Eligible projects using TEP funds must be consistent with one of the following twelve FHWA categories:

1. Provision of Facilities for Bicycles and Pedestrians.
2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists.
3. Acquisition of Scenic Easements and Scenic or Historic Sites (Including Historic Battlefields).
4. Scenic or Historic Highway Programs (Including Provision of Tourist and Welcome Center Facilities).
5. Landscaping and Other Scenic Beautification
6. Historic Preservation.
7. Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities (Including Historic Railroad Facilities and Canals).
8. Preservation of Abandoned Railway Corridors (Including Conversion and Use for Pedestrian and Bicycle Trails).
9. Inventory, Control and Removal of Outdoor Advertising.
10. Archeological Planning and Research.
11. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality while Maintaining Habitat Connectivity.
12. Establishment of Transportation-Related Museums.

Many of the recommendations contained within this document are potentially eligible for funding under this program. Community Enhancement recommendations could be considered for the TEP funding.

Requests for funding must be at least \$200,000, with federal funding reimbursement capped at \$2.5M per project. Funding is limited to the amount provided in each application cycle and is typically very competitive.

7.4.2 Congestion, Mitigation, Air Quality (CMAQ)

The CMAQ program supports the air quality improvement and congestion relief goals of the USDOT and was developed to fund transportation projects and programs that will assist in reaching attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide and particulate matter. There are two categories of funding: diesel retrofits, which are not part of the planning effort of this study, and cost-effective congestion mitigation activities that provide air quality benefits, which is consistent with several of the recommendations in this study. All projects funded by CMAQ must reduce ozone, carbon dioxide and particulate matter from the transportation system and thus, contribute to the overall clean air strategy. Eligible projects must fall into one of the following general categories:

1. Capital investment in new or expanded transportation projects or programs that reduce emissions, including infrastructure, congestion relief efforts, diesel engine retrofits or other capital projects.
2. Operating assistance for new transit services, intermodal facilities, travel demand management strategies, and incremental costs of expanding existing transit services.
3. Studies that are part of project development, such as preliminary engineering, under NEPA as well as FTA Alternatives Analyses.

CMAQ fund expenditures are limited to Jefferson County only at this time. It is uncertain whether any of the improvements recommended in this study would be eligible for CMAQ funding.

Transportation improvements have been traditionally funded through Federal Transportation Legislation that appropriates money to the states. This is usually matched at some level with state funds. Much of the money that goes to transportation projects is generated through the collection of a gasoline tax.

There are a number of funding programs that can be used to help pay for transportation improvements, but it is clear that the needs are now exceeding the available resources. New and innovative funding techniques and alternative project delivery systems will need to be relied upon to bridge the growing funding gap.



7.4.3 Transportation, Community and System Preservation Program (TCSP)

This program provides grant funding to states, MPOs, local governments and tribal governments to develop projects that integrate transportation, community and system preservation plans and practices that provide the following:

1. Improve the efficiency of the transportation system in the U.S.
2. Reduce environmental impacts of transportation
3. Reduce the need for costly future public infrastructure investments.
4. Ensure efficient access to jobs, services and centers of trade.
5. Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

This program could potentially provide funding for community enhancements and the study of potential future bypasses around select villages along Route 11.

The TCSP program is currently funded through FY 2009, with a total of \$245M of federal funds being available during the 2006-2009 program period.

7.4.4 Recreational Trails Program

This is a matching grant program administered by the Office of Parks, Recreation and Historic Preservation. Funds are available to non-profit organizations, municipal state and federal agencies, Indian tribal governments and other public agencies and authorities for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects.

Allocations change annually. For FY 2008, there is approximately \$1.93M allocated state-wide.

7.4.5 High Risk Rural Roads

This program funds construction and operational improvements on roadways that have accident rates for fatalities and incapacitating injuries that exceed the statewide average on rural major or minor collectors or

rural roads, or that will likely have increases in traffic volume that are likely to create an accident rate above the statewide average for the respective roadway functional classification. Funds are allocated through FY 2009. Funding levels for this program are not yet determined

7.4.6 New York Main Street Program

New York Main Street is a state-run program operated by the Housing Trust Fund Corporation – New York State Division of Housing and Community Renewal. The program provides financial and technical assistance and resources to communities to help with efforts to preserve and revitalize the main street/downtown business districts. The program requires that the Main Street program be carried out in a concentrated area, typically no more than three contiguous blocks that have experienced sustained physical deterioration, decay, neglect or disinvestment and has a number of substandard buildings or vacant residential or commercial units.

Eligible applicants include not-for-profit community based organizations, business improvement districts and other entities pursuant to the not-for-profit corporation law that will serve as Local Program Administrators.

Eligible funding activities for designated Main Street areas include façade renovation, building renovation, downtown anchors (expand cultural or business anchors), and streetscape enhancements. Designated areas must meet the target area income standards.

Program funds are awarded on a competitive basis with a maximum contract of \$200,000.

7.4.7 Funding Program Online Assistance

The Quality Communities Clearinghouse program run by New York State is intended to provide state assistance to local governments to "...find smart, innovative solutions to strengthen our economy, environment, and improve the quality of life..." The program fosters coordination of community and government cooperation to provide for a range of housing choices, transportation options that foster safe, walkable neighborhoods and the addition of public amenities for aesthetic and recreational needs. The



Programs that focus on community development, improving safety on state roads that pass through towns, and measures to preserve historic and environmental resources can be used for some of the Community Enhancement Improvements.

NYS Quality Communities Clearinghouse details eight specific areas of assistance:

1. Economic Development.
2. Planning.
3. Agriculture and Farmland Protection.
4. Transportation and Neighborhoods.
5. Partnerships.
6. Conservation and Environment.
7. Revitalization.
8. Technology.

This program provides assistance in finding available and appropriate funding programs for projects being undertaken by municipalities and community organizations. The program could be especially useful for projects recommended within the village and developed areas that could be undertaken at the local level.

7.5 Innovative Financing Opportunities

As funding becomes less certain in future years, opportunities should be explored to leverage available public funds with private investment or transportation user fees. New transportation infrastructure in the United States is increasingly being paid for, in part, by the collection of user fees – or tolls. While it is not within the scope of this study to explore the benefits of tolling or how it might be employed, it is prudent to begin the discussion and identify opportunities in current transportation legislation.

7.5.1 New Express Lanes

Under SAFETEA-LU, it will now be possible for states to charge tolls on “new capacity” on the highway system. Provisions of the new bill establish this as a “demonstration program” and have established a limit of 15 such demonstration projects through 2009. Projects are intended to manage congestion, reduce emissions in non-attainment areas or to simply finance the expansion of a highway for the purpose of reducing traffic congestion by constructing one or more additional lanes. This can be used on any bridge, tunnel or highway, including on the interstate system. Tolls would be limited to the new capacity only. This would suggest that this option would be most viable in urban areas, experiencing high levels of congestion, where there would be

significant time saving benefits to motorists who are willing to use the tolled lanes.

Facilities could be constructed under this provision by the state, a public authority or a private entity designated by the state. Revenues would be usable for debt service, a reasonable return on investment in the case of private financing, operating and maintenance costs or any other purpose related to a highway or transit project.

The best example of this type of facility is the SR 91 Express Lanes in Orange County, California. This highly successful 10-mile facility generates more than \$35 million per year in annual revenue, more than enough to finance the \$125 million cost of adding the lanes.

However, studies which have been conducted in various cities throughout the nation suggest that in most cases, revenue potential arising from tolling only new capacity, would pay only a portion of the capital costs of the new facility. Notwithstanding this, this approach is being used in both Houston and Dallas on major reconstruction of interstate routes in those two cities, and is being strongly considered in the twin cities area and Denver.

7.5.2 Value Pricing Pilot Program

The Value Pricing Pilot Program has been extended through the current reauthorization, and funded at approximately \$11 million per year. This funding can be used for studies for value pricing projects and, in some cases, limited capital costs for certain demonstration projects.

The primary intent is demand management, although revenue enhancement coming from these programs is increasingly becoming an important criteria as more and more states consider some form of road pricing.

7.5.3 Privatization Trends

Privatization has been much more widely used for transportation finance outside the United States than in this country. There has been limited experience with privatization in the U.S., but there are recent signs showing that this will rapidly increase in the future.

Several states have had competitive privatization legislation in which private sector teams have posed to

As technology advances and highway user fees (tolls) become more common, alternative financing opportunities become available. Private investment in new highway capacity is occurring in a number of states and offers an alternative way to finance, build and operate our transportation resources.



build new facilities or, in some cases, privatized maintenance and operations. Only a limited number of facilities have actually been constructed, including the SR 91 Express Lanes in California, the Dulles Greenway Pocahontas Parkway in Virginia, the Greenville Southern Connector in South Carolina and the SR 125 Tollway in San Diego County (now under construction).

There have been a limited number of other privately financed and privately operated toll facilities, such as three small bridges in Alabama and similar projects in other states, but major new facilities constructed by the private sector in the U.S. have been relatively few.

Historically, the U.S. privatization market has primarily consisted of contractors and consultants proposing privatization projects as a means of “generating new projects.” However, more recently, off-shore interests from Australia and Europe have come forward, focused more on placing equity funds in projects, for long-term franchise ownership arrangements which generate long term cash flows.

Highway 407 in Toronto was initially financed by the province of Ontario, but was sold to the private sector after its launch of successful operations in the late 1990s. The project was constructed for approximately \$1 billion, and was sold a couple of years later to an international private sector consortium for more than \$3 billion. More recently, the Chicago Skyway in Illinois, a project which is close to 50 years old, was sold to a group led by Macquarie Infrastructure, for \$1.8 billion. Both of these involve long-term concessions (about 99 years) and included the ability to periodically raise toll rates in the future.

This new trend of privatizing existing public assets seems to be catching on in a number of states. Within the last month or two, proposals have been submitted by the private sector (all representing international consortia) to purchase the Dulles Toll Road in Virginia (currently operated by the Virginia Department of Transportation) and the Pocahontas Parkway, also in Virginia, currently operated by the Pocahontas Parkway Association, a not for profit association formed when that facility was financed about 5 years ago. We understand that the state of Delaware is seriously considering privatizing its Delaware Route 1 toll facility in several other states with major turnpike facilities are considering the sale for significant sums.

There are significant questions of public policy raised by the selling of public assets to the private sector, especially on very long term concession bases. However, this trend appears to be gaining momentum and may well occur more frequently in the future.

As noted above, the private sector could be involved in constructing or rebuilding new facilities including the possible financing. In theory, the private sector could participate in the financing of major improvements to I-84, for example, under the toll pilot program described above. The private sector could also be involved in the construction of express lanes and/or a maintenance and operation of HOT lanes, also as described above.

7.6 Prioritization of Projects

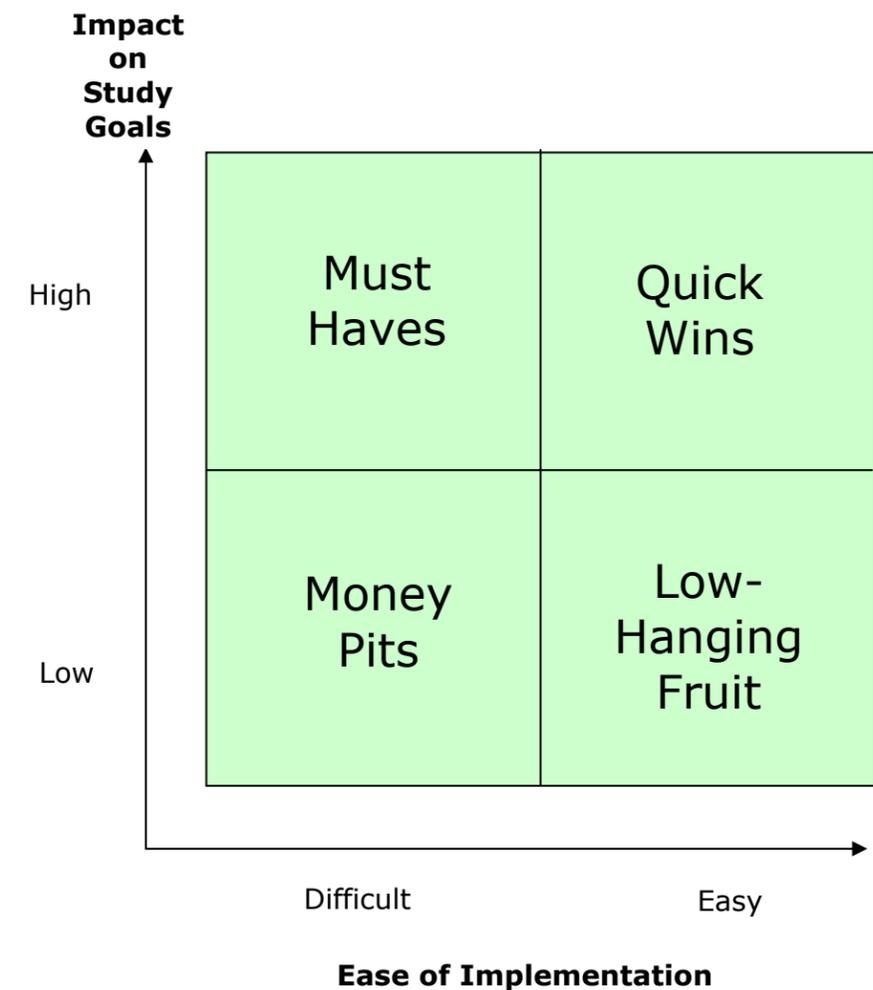
This Northern Tier Expressway – Route 11 Corridor Study recommends a phased approach to corridor development that maximizes the benefit that can be achieved from available public funding. While the greatest benefits can be realized if a full expressway is built, the costs of such a project could not be covered under existing capital budget programs.

Over the next 20 years, projects that improve mobility and safety should be rigorously pursued. In general, the village center ‘Main Streets’ should be improved to help mitigate the negative effects of traffic, while passing lanes should be developed along the rural segments of Route 11 to help improve both the flow of traffic and safety of motorists. Once traffic builds to levels that require additional capacity, expressway segments should be considered.

Tables 7-2 and 7-3 list the recommended improvements from this study for the Village Center Improvements and the Corridor Wide Improvements respectively. Along with the description for each improvement, the tables provide the conceptual capital costs and implementation timeframes, along with next steps.

In the period from 2013 to 2025, all of the remaining village center ‘Main Streets’ should be improved to encourage safer motor vehicle behavior, reduce delay, and provide bicycle and pedestrian infrastructure. In addition, the remainder of the corridor should be improved to include passing lanes at specified intervals to allow for safer passing of slower vehicles and improved

Projects should be prioritized in a way that addresses the most pressing needs first, such as highway safety, while building momentum for larger improvements in the future. The NTE needs to capitalize on ‘quick win’ and ‘low-hanging fruit’ projects that provide immediate benefit and are relatively easy to implement.



travel times along Route 11. The Villages of Malone and Canton should be considered for bypasses during this timeframe. These communities do not have the advantages of Interstate Highway access and are among the most congested centers along the corridor. They are also the fastest growing, in terms of traffic, so bypasses here would provide considerable benefit to both motorists and residents alike. Additional engineering study should be performed to identify alignments that minimize costs. Also, limited expressway segments may be developed from the Fort Drum Connector to Route 26, Canton to Potsdam, and Moira to Malone. The total anticipated cost for all of these improvements is approximately \$395 million.

Finally, beyond Year 2025, a full expressway concept should be considered. This would include bypassing the remaining Villages of Gouverneur, Potsdam and Rouses Point. The total anticipated cost for all of these improvements is approximately \$852 million. Improving the five designated spur routes has not been cost estimated since the nature of the improvements has not been determined in this study.

7.7 NTE Study Advisory Group Recommendation

The NTE Study Advisory Group (SAG) was established to guide development and recommendations of the NTE study. At a meeting held on October 20, 2008 the SAG discussed the recommendations and findings of the study.

As a result of the findings and discussion about available and future funding for recommendations contained within the study, the SAG felt it was appropriate to put forth a recommendation for initial implementation of physical improvements along the corridor. This recommendation assumes that as of the end of 2008, there was approximately \$6M in NTE corridor funds available on the STIP as well as \$6M being "held" in the NYSDOT Region 7 budget for implementation activities.

With the recommendations and prioritization provided in the document at hand, as well as the financial situation at that time understood, the SAG recommended that initial implementation of physical changes to the NTE corridor include the construction of passing lanes within the

Canton to Potsdam segment and two segments within the North Bangor to Malone segments, as detailed in Table 7-2, These passing lanes will provide benefits to two of the higher growth sections of the corridor and allow for integration of the improvements into the future full expressway concept.

The total cost of these improvements is estimated at approximately \$9.3M for construction. The remaining \$2.7 M is assumed to be required for initial project work such as environmental review, permitting and design/engineering.

Table 7-2
Conceptual Improvement Costs – Passing Lanes

	Segment	Length (miles)	Capital Costs	ROW	Mitigation	Annual Maintenance	Life Cycle - Resurfacing
1	Rt 342 to Philadelphia	10	\$6.1	\$1.1	\$0.1	\$0.3	\$7.2
2	Philadelphia to Antwerp	5.6	\$4.4	\$0.6	\$0.1	\$0.1	\$5.2
3	Antwerp to Somerville	5.5	\$4.3	\$0.6	\$0.1	\$0.1	\$5.3
4	Somerville to Gouverneur	4.1	\$2.3	\$0.5	\$0.0	\$0.1	\$3.8
5	Gouverneur to De Kalb Town Line	3.7	\$2.3	\$0.4	\$0.0	\$0.1	\$3.4
6	De Kalb Town Line to Rt 15	10.3	\$3.1	\$1.2	\$0.1	\$0.3	\$8.2
7	Rt 15 to Canton	6	\$4.4	\$0.7	\$0.1	\$0.2	\$5.5
8	Canton to Potsdam	7.6	\$4.6	\$0.9	\$0.1	\$0.2	\$7.9
9	Potsdam to Sandfordville	4.5	\$4.2	\$0.5	\$0.1	\$0.1	\$4.5
10	Sandfordville to Stockholm Center	3.7	\$0.0	\$0.4	\$0.0	\$0.1	\$3.4
11	Stockholm Center to Lawrenceville	8.9	\$4.7	\$1.0	\$0.1	\$0.2	\$8.2
12	Lawrenceville to Moira	5.6	\$4.4	\$0.6	\$0.1	\$0.1	\$5.2
13	Moira to Brushton	2.4	\$0.0	\$0.3	\$0.0	\$0.1	\$2.2
14	Brushton to North Bangor	5.6	\$2.5	\$0.6	\$0.1	\$0.1	\$4.6
15	North Bangor to Malone	3	\$2.2	\$0.3	\$0.0	\$0.1	\$2.2
16	Malone to Rt 122	4.6	\$4.2	\$0.5	\$0.1	\$0.1	\$4.2
17	Rt 122 to Chateaugay	6.1	\$3.2	\$0.7	\$0.1	\$0.2	\$5.6
18	Chateaugay to Clinton County Line	3.2	\$2.2	\$0.4	\$0.0	\$0.1	\$2.5
19	Clinton County Line to Rt 189	4.9	\$0.0	\$0.6	\$0.1	\$0.1	\$4.5
20	Rt 189 to Ellenburg Depot	7.4	\$4.6	\$0.8	\$0.1	\$0.2	\$6.8
21	Ellenburg Depot to Champlain Village Lin	16.5	\$9.3	\$1.9	\$0.2	\$0.4	\$15.2
22	Champlain Village Line to I-87	2.9	\$2.2	\$0.3	\$0.0	\$0.1	\$2.7
23	I-87 to Village of Rouses Point	3.3	\$0.0	\$0.4	\$0.0	\$0.1	\$6.2
Total Expressway (Rural Segments Only)		135.4	\$75.2	\$15.2	\$1.5	\$3.6	\$124.4

**Table 7-2
Route 11 Village Center Improvements**

Village Center Improvements	Figure Number	Conceptual Capital Cost (2007 \$)	Next Step(s)	Conceptual Implementation Timeframe
Jefferson County				
Evans Mills				
<ul style="list-style-type: none"> Address safety issues - TBD 				
Install two "Traffic Signal Ahead" warning signs on Route 11 northbound in the vicinity of Steinhelmer Road in Evans Mills.	4-38	\$2,000	Install signs.	2009
Philadelphia				
Implement the following community enhancements in the Village of Philadelphia: <ul style="list-style-type: none"> Two lane undivided arterial with raised curb roadway cross-section Re-stripe existing crosswalks Street trees from village to school complex 	4-40	\$475,000	Corridor Management Plan – Budget approximately \$20K for study. Identify a champion to lead the charge.	2017
St. Lawrence County				
Gouverneur				
Bypass Village of Gouverneur.	4-44 and 4-45	Northern Alignment- \$28,900,000 Southern Alignment- \$31,500,000	Corridor Alignment Study to determine bypass feasibility, environmental impacts, economic impact, and cost - \$250,000	2025+
Implement the following community enhancements in the Village of Gouverneur: <ul style="list-style-type: none"> Add bulb outs to existing crosswalks Center pedestrian refuges Street trees along Route 11 Pedestrian scale lighting along Route 11 	4-44 and 4-45	\$1,500,000	Corridor Management Plan – Budget approximately \$50K for study. Identify a champion to lead the charge.	2018
Improve signal timing at the Route 11/Hailesboro/Johnstown Street intersection in the Village of Gouverneur.	4-44	\$3,500	Implement signal timing improvement.	2025
Dekalb Junction				
Implement the following community enhancements in the Hamlet of Dekalb Junction: <ul style="list-style-type: none"> Two lane undivided arterial with 2-way left turn lane roadway cross-section Upgrade existing sidewalks Street trees along Route 11 	4-48 and 4-49	\$340,000	Corridor Management Plan – Budget approximately \$20K for study. Identify a champion to lead the charge.	2017

Canton				
Bypass Village of Canton.	4-50 and 4-51	Northern Alignment- \$59,200,000 Southern Alignment- \$63,200,000	Corridor Alignment Study to determine bypass feasibility, environmental impacts, economic impact, and cost - \$300,000	2019
Implement the following community enhancements in the Village of Canton: <ul style="list-style-type: none"> • Add bulb outs to existing crosswalks and intersections • Widen shoulders to accommodate bicyclists • Street trees on south side of Route 11 • Extend decorative lighting used at village green 	4-51	\$1,570,000	Corridor Management Plan – Budget approximately \$50K for study. Identify a champion to lead the charge.	2017
Improve signal timing at the Route 11/Riverside Drive (County Route 27) intersection in the Village of Canton.	4-51	\$3,500	Implement signal timing improvement.	2015
Improve signal timing at the Route 11/Park Street intersection in the Village of Canton.	4-51	\$3,500	Implement signal timing improvement.	2015
Improve signal timing at the Route 11/Route 68 intersection in the Village of Canton.	4-51	\$3,500	Implement signal timing improvement.	2015
Potsdam				
Bypass Village of Potsdam.	4-53 and 4-54	Eastern Alignment- \$49,000,000 Western Alignment- \$49,300,000	Corridor Alignment Study to determine bypass feasibility, environmental impacts, economic impact, and cost - \$250,000	2025+
Implement community enhancements in the Village of Potsdam: <ul style="list-style-type: none"> • Add bulb outs to existing crosswalks and intersections • Widen shoulders to accommodate bicyclists • Pedestrian refuges • Street trees along Route 11 • New multi-use pathway for walking and bicycling, east of village 	4-53 and 4-54	\$2,750,000	Corridor Management Plan – Budget approximately \$50K for study. Identify a champion to lead the charge.	2017
Install “lane drop” warning sign on the north side of Route 11 bridge over the railroad crossing at mile marker 1175061406 in the Village of Potsdam.	4-53	\$1,000	Install sign.	2009
Implement signal timing and coordination improvements at the Route 11/Market Street/Raymond Street, Route 11/Park Street and Route 11/State Route 11B intersections.	4-54	\$40,500	Implement signal timing and coordination improvements.	2025

Franklin County				
Moira				
Implement community enhancements in the Hamlet of Moira. <ul style="list-style-type: none"> Two lane undivided arterial with raised curb roadway cross-section Upgrade sidewalks on north side of Route 11 Add bulb outs at the Route 11/St. Regis Street intersection Street trees along Route 11 	4-60	\$344,000	Corridor Management Plan – Budget approximately \$25K for study. Identify a champion to lead the charge.	2017
Brushton				
Implement community enhancements in the Village of Brushton. <ul style="list-style-type: none"> Two lane undivided arterial with raised curb roadway cross-section Extend sidewalks on south side of Route 11 Stripe dedicated parking lane along Route 11 Street trees along Route 11 	4-61	\$470,000	Corridor Management Plan – Budget approximately \$25K for study. Identify a champion to lead the charge.	2011
North Bangor				
Implement community enhancements in the Hamlet of North Bangor: <ul style="list-style-type: none"> Two lane undivided arterial with raised curb roadway cross-section Extend sidewalks on both sides of Route 11 Add crosswalk at Route 11/North Bangor Road intersection Street trees along Route 11 	4-62	\$315,000	Corridor Management Plan – Budget approximately \$25K for study. Identify a champion to lead the charge.	2017
Malone				
Bypass Village of Malone.	4-63 and 4-64	Northern Alignment- \$48,300,000 Southern Alignment- \$67,000,000	Corridor Alignment Study to determine bypass feasibility, environmental impacts, economic impact, and cost - \$300,000.	2017
Implement community enhancements in the Village of Malone: <ul style="list-style-type: none"> Replace crosswalks to light textured crosswalks Pedestrian refuges were applicable Extend width of bulb outs Street trees along Route 11 Extend 35 mph speed zone to west of Airport Road 	4-64	\$1,490,000	Corridor Management Plan – Budget approximately \$50K for study. Identify a champion to lead the charge.	2011
Implement access management improvements in the Village of Malone.	4-64	\$1,125,000	Access Management Plan - \$40,000.	2011
Implement signal timing and coordination improvements and construct new Route 11 northbound right turn lane at the Route 11/ State Route 37.	4-64	\$154,000	Implement signal timing improvements, design and construct new turn lane.	2025

Implement signal timing and coordination improvements and construct new Elm Street right turn lane at the Route 11/ Elm Street (State Route 30).	4-64, and 4-19 to 4-24	\$154,000	Implement signal timing improvements, design and construct new turn lane.	2025
<i>Chateaugay</i>				
Implement community enhancements in the Village of Chateaugay. <ul style="list-style-type: none"> • Two lane undivided arterial with raised curb roadway cross-section • Upgrade existing crosswalks • Street trees along Route 11 	4-67	\$150,000	Corridor Management Plan – Budget approximately \$20K for study. Identify a champion to lead the charge.	2017
Clinton County				
<i>Ellenburg Depot</i>				
Implement community enhancements in the Hamlet of Ellenburg Depot. <ul style="list-style-type: none"> • Two lane undivided arterial with raised curb roadway cross-section • New crosswalk at Route 11/Route 190 intersection • Add sidewalk at south side of Route 11, west of Route 190 	4-70 and 4-71	\$181,000	Corridor Management Plan – Budget approximately \$20K for study. Identify a champion to lead the charge.	2017
<i>Rouses Point</i>				
Bypass Village of Rouses Point.	4-76 to 4-78	Eastern Alignment- \$28,400,000 Western Alignment- \$35,000,000	Corridor Alignment Study to determine bypass feasibility, environmental impacts, economic impact, and cost - \$200,000.	2025+

**Table 7-3
Route 11 Corridor Wide Improvements**

Route 11 Segment	Figure Number	Conceptual Capital Cost (2007 \$)	Next Step(s)	Conceptual Implementation Timeframe
East of Watertown				
Introduce a single lane roundabout at the Route 11/Seaway Plaza driveway intersection and the Route 11/Route 37 intersections near Watertown.	4-36, and 4-29	To be determined	Prepare and engineering report that studies traffic and safety impacts, and develops a more detailed plan. Budget \$20K for study.	2015
Route 342 to Philadelphia				
NYSDOT Fort Drum Connector Project to connect Route 81 to Fort Drum.	4-37	Refer to Fort Drum Connector Study	Record of Decision pending. Design is next step.	2010-2015
Four lane expressway from Fort Drum Connector to Philadelphia.	4-37 to 4-40	\$24,000,000	Perform Environmental Impact Study per NEPA.	2020
Introduce a one mile passing lane on both sides of Route 11 between Route 26 and Martin Road in Evans Mills.	4-38	\$3,400,000	Design and Construct.	2010
Upgrade Route 26 spur from Evans Mills to Lowville	4-38	To be determined	Evaluate further as part of a tiered EIS.	2025+
Philadelphia to Antwerp				
Four lane expressway.	4-40 and 4-41	\$29,100,000	Perform Environmental Impact Study per NEPA.	2020
Introduce a 0.75 mile passing lane on the southbound (west) side of Route 11 from Antwerp Road traveling toward Dogwood Street in the Village of Philadelphia.	4-40	\$1,275,000	Design and Construct.	2015
Upgrade existing guide rail on the southbound (west) side of Route 11 between mile marker 1173053166 (Antwerp Road) and mile marker 1173053187 in the Village of Philadelphia.	4-40	\$254,000	Install guide rail.	2009
Introduce a 0.75 mile passing lane on the northbound (east) side of Route 11 between mile marker 1173053177 and 1173053187 in the Village of Philadelphia.	4-42	\$1,275,000	Design and Construct.	2015
Antwerp to Somerville				
Four lane expressway.	4-41, 4-42, and 4-43	\$31,700,000	Perform Environmental Impact Study per NEPA.	2025+
Install guide rail on both sides of Route 11 between Miller Road and Old Route 11 in the Town of Antwerp.	4-41	\$64,000	Design and Construct.	2009
Introduce a 0.75 mile passing lane on the north side of Route 11 between mile marker 1173053246 and 1173053253 (Fox Ranch Road) in the Town of Antwerp.	4-42	\$1,275,000	Design and Construct.	2015

Route 11 Segment	Figure Number	Conceptual Capital Cost (2007 \$)	Next Step(s)	Conceptual Implementation Timeframe
Introduce a 0.75 mile passing lane on the south side of Route 11 between mile marker 1173053253 (Fox Ranch Road) and 1173053260 in the Village of Antwerp.	4-42	\$1,275,000	Design and Construct.	2015
Somerville to Gouverneur				
Four lane expressway.	4-43 to 4-44	\$18,900,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the north side of Route 11 between mile marker 1175061032 and 1175061041(County Route 9) in the Town of Gouverneur.	4-43 to 4-44	\$1,275,000	Design and Construct.	2015
Gouverneur to Dekalb Town Line				
Four lane expressway.	4-45 to 4-46	\$21,400,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the south side of Route 11 in the vicinity of Dodd’s Road between mile marker 1175061089 and 1175061097in the Village of Gouverneur.	4-45	\$1,275,000	Design and Construct.	2015
Dekalb Town line to Route 15				
Four lane expressway.	4-46 to 4-49	\$43,800,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the south side of Route 11 between mile marker 1175061171 and 1175061179 in the Village of Gouverneur.	4-47	\$1,275,000	Design and Construct.	2015
Upgrade Route 812 spur between Dekalb and Ogdensburg	4-47	To be determined	Evaluate further as part of a tiered EIS.	2025+
Route 15 to Canton				
Four lane expressway.	4-49 to 4-50	\$28,400,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the south side of Route 11 between Route 15 and Rice Road in the Village of Canton.	4-49	\$1,275,000	Design and Construct.	2015
Introduce a 0.75 mile passing lane on the north side of Route 11 between Jameson Road and Old Route 11 Road in the Village of Canton.	4-50	\$1,275,000	Design and Construct.	2015
Canton to Potsdam				
Four lane expressway.	4-51 to 4-53	\$24,700,000	Perform Environmental Impact Study per NEPA.	2020
Introduce a 0.75 mile passing lane on the south side of Route 11 between mile marker 1175061330 and 1175061340 in the Village of Canton.	4-51 and 4-52	\$1,275,000	Design and Construct.	2010
Introduce a 0.75 mile passing lane on the north side of Route 11 between Dayton Road and Potsdam Road in the Village of Potsdam.	4-53	\$1,275,000	Design and Construct.	2010
Upgrade State Route 56 spur between Potsdam and Massena.	4-54	To be determined	Evaluate further as part of a tiered EIS.	2025+

Potsdam to Sandfordville				
Four lane expressway.	4-54 to	\$14,600,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the south side of Route 11 between Regan Road and McGovern Road in the Village of Potsdam.	23	\$1,275,000	Design and Construct.	2015
Implement crack sealing from Regan Road to Old Close Road	23	\$20,000	Crack Sealing.	2009
Sandfordville to Stockholm Center				
Four lane expressway.	24-25	\$17,100,000	Perform Environmental Impact Study per NEPA.	2025+
Stockholm Center to Lawrenceville				
Four lane expressway.	25-28	\$25,200,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on both sides of Route 11 between Route 11C and White Road in the Town of Winthrop.	25	\$2,550,000	Design and Construct.	2015
Lawrenceville to Moira				
Four lane expressway.	28-29	\$28,200,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the south side of Route 11 between Cemetery Road and Peru Street in the Town of North Lawrence.	28	\$1,275,000	Design and Construct.	2015
Introduce a 0.75 mile passing lane on the north side of Route 11 between the St. Lawrence/Franklin County lines and O'Connell Road in the Hamlet of Moira.	28	\$1,275,000	Design and Construct.	2015
Moira to Brushton				
Four lane expressway.	29-30	\$11,900,000	Perform Environmental Impact Study per NEPA.	2020
Brushton to North Bangor				
Four lane expressway.	30-31	\$6,700,000	Perform Environmental Impact Study per NEPA.	2020
Introduce a 0.75 mile passing lane on the south side of Route 11 between Rocky Line Road and County Route 16 in the Town of Brushton.	30	\$1,275,000	Design and Construct.	2010
North Bangor to Malone				
Four lane expressway.	31-32	\$5,800,000	Perform Environmental Impact Study per NEPA.	2020
Introduce a 0.75 mile passing lane on the north side of Route 11 between mile marker 1172071128 and mile marker 1172071137 (Wheeler Road) in the Village of North Bangor.	32	\$1,275,000	Design and Construct.	2010
Malone to Route 122 (Burke)				
Four lane expressway.	33-34	\$24,200,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a one mile climbing lane on the south side of Route 11 between Malone-Chateaugay Road and Muzzey Road in the Town of Malone.	33	\$1,700,000	Design and Construct.	2015
Route 122(Burke) to Chateaugay				
Four lane expressway.	34-36	\$17,200,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a one mile passing lane on the north side of	36	\$1,700,000	Design and Construct.	2015

Route 11 between Lewis Road and Malone-Chateaugay Road in the Village of Chateaugay.				
Chateaugay to Clinton County Line				
Four lane expressway.	36-37	\$8,000,000	Perform Environmental Impact Study per NEPA.	2025+
Upgrade State Route 374 spur from Chateaugay to Highway 202 in Canada.	36	To be determined	Evaluate further as part of a tiered EIS.	2025+
Introduce a one mile passing lane on the south side of Route 11 between Ryan Curtain Cassidy Road and Clinton County line.	37	\$1,700,000	Design and Construct.	2015
Clinton County Line to Route 189(Churubusco)				
Four lane expressway.	37-38	\$21,900,000	Perform Environmental Impact Study per NEPA.	2025+
Route 189(Churubusco) to Ellenburg Depot				
Four lane expressway.	38-40	\$24,300,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a one mile passing lane on the north side of Route 11 from the vicinity of State Route 189 to County Route 3 in Churubusco.	38	\$1,700,000	Design and Construct.	2015
Introduce a 0.75 mile passing lane on the south side of Route 11 between County Route 3 and County Route 2 in the Town of Churubusco.	38	\$1,275,000	Design and Construct.	2015
Upgrade State Route 190 spur from Route 11 to Plattsburgh.	39	To be determined	Evaluate further as part of a tiered EIS.	2025+
Ellenburg Depot to Champlain Town Line				
Four lane expressway.	40-44	\$50,100,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a one mile passing lane on the south side of Route 11 between Miller Road and County Route 21 in Altona.	41	\$1,700,000	Design and Construct.	2015
Introduce a 0.75 mile passing lane on the north side of Route 11 between County Route 19 and County Route 20 in Mooers Forks.	41	\$1,275,000	Design and Construct.	2015
Introduce a 0.75 mile passing lane on the south side of Route 11 between County Route 14 and Duprey Road in Mooers Forks.	43	\$1,275,000	Design and Construct.	2015
Champlain Town Line to I-87				
Four lane expressway.	44-45	\$9,400,000	Perform Environmental Impact Study per NEPA.	2025+
Introduce a 0.75 mile passing lane on the north side of Route 11 in the vicinity of Dudley Road in Champlain.	45	\$1,275,000	Design and Construct.	2015
I-87 to Rouses Point				
Four lane expressway.	45-46	\$10,700,000	Perform Environmental Impact Study per NEPA.	2025+

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