

Preferred Alternative

NYSDOT, rail road, and village officials have worked together to choose an alternative that meets the project objectives and is constructible with the funds available. Although all feasible alternatives remain under consideration until the final design report is complete. The pedestrian bridge meets all of the project objectives, is the most cost effective of the viable alternatives, is the preferred alternative of the village and the rail road, and therefore is the preferred alternative.

Environmental Impacts of the Preferred Alternative

The construction of the west side elevator and stair tower will impact a National Register Eligible (NRE) historic site. Coordination with the State Historic Preservation Office (SHPO) is ongoing and a plan to mitigate the impact is being developed.

This project will be progressed in accordance with the National Environmental Policy Act (NEPA) and the State Environmental Quality Review Act (SEQRA) guidelines.

Project Schedule

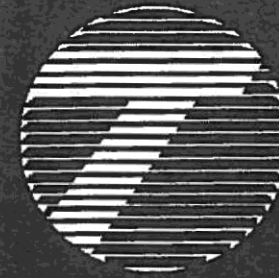
Final design is scheduled to begin in 2009. Construction is scheduled to begin in the Summer of 2010 and would be complete within a year.

Contact Information

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Project Identification Number (PIN) 1932.85



New York State
Department of
Transportation

REGION 1

Brian O. Rowback, P.E.
REGIONAL DIRECTOR

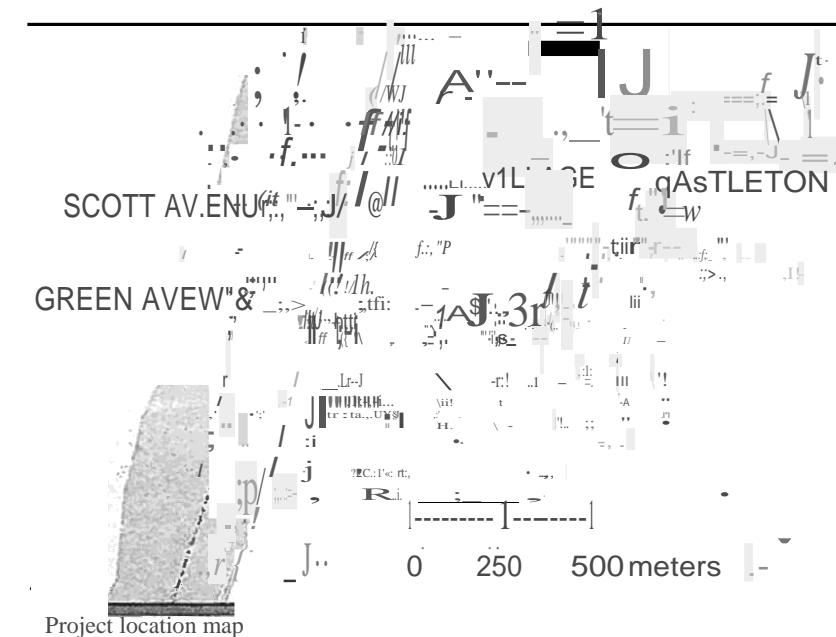
Grade Crossing Safety Project

PIN 1932.85

Rensselaer County, Town of Schodack, Village of Castleton on Hudson

Project Location

The proposed project involves a pedestrian crossing at Scott Avenue in the Village of Castleton, in the Town of Schodack, Rensselaer County. The project is at railroad milepost CSX QC 134.20.



Meeting Objectives

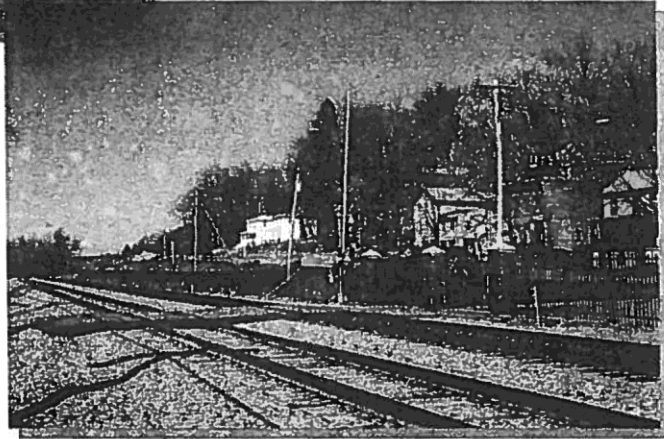
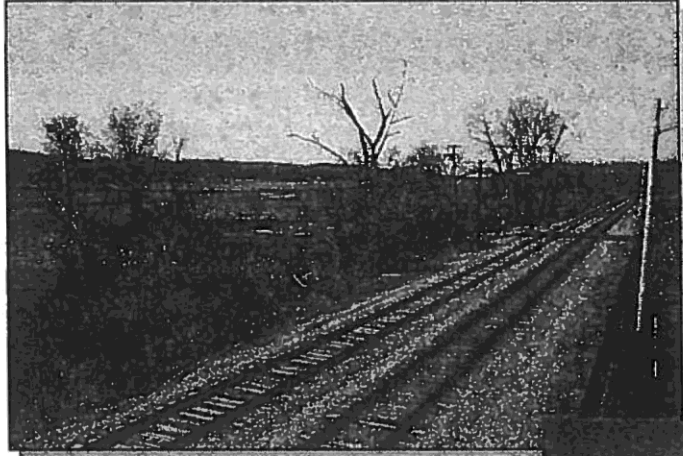
This meeting is being held to present the alternatives for the proposed project. We would also like to receive input and comments on the project as well as answer questions on the proposed project.

Project Objectives

Project objectives include:

- Improve safety conditions by reducing potential train and pedestrian conflicts at the project location.
- Provide a cost effective, Americans with Disabilities Act (ADA) compliant, pedestrian access to the Village Park.
- Provide access to park for maintenance equipment.
- Comply with February 22, 1994 Administrative Law Judge Order - Case #32191 requiring the installation of a pedestrian grade separated structure providing access to the park.

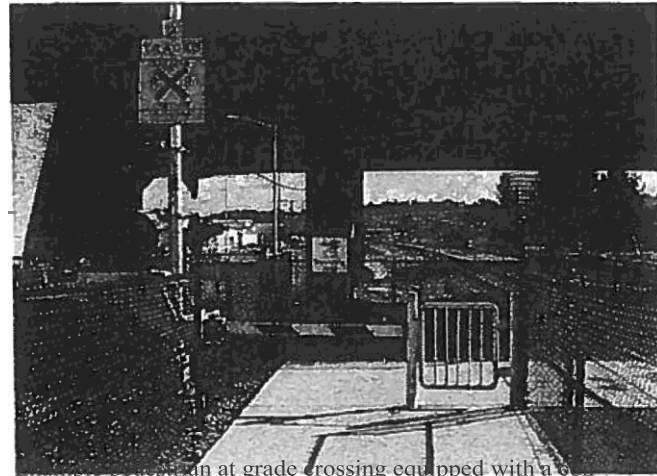
Existing Conditions



Alternatives

A. At Grade Railroad Crossing

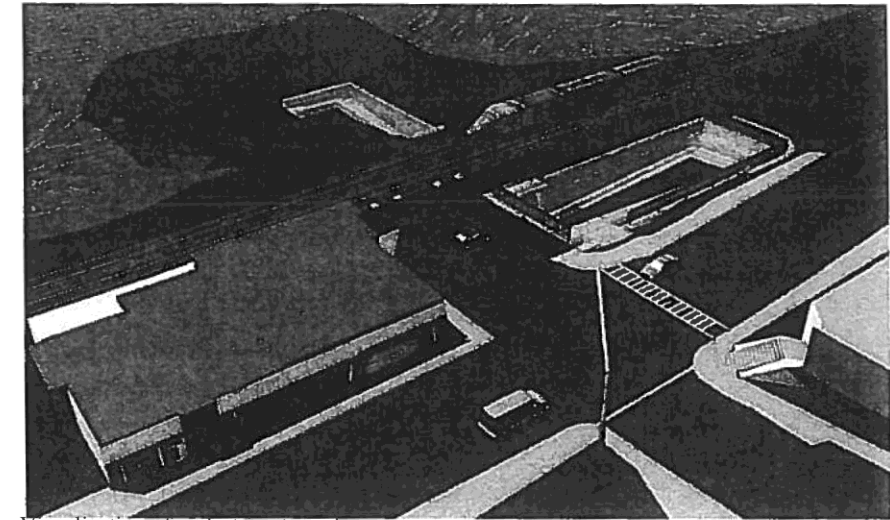
The existing flashers and gates would be modified and a pedestrian gate would be added to provide controlled pedestrian access to the Village Park. The crossing would remain at its existing location. Special pedestrian swing gate / doorways would be used so as not to "trap" people behind the gates when trains approach. The existing train detection technology would be brought to current standards. Fencing would be added to direct pedestrians through the crossing. Additional fencing would be provided along the boundary that separates the park from the railroad. The estimated cost of this alternative is \$0.5 M.



3D rendering of a grade crossing equipped with a controlled access pedestrian gate arm and emergency exit swing gate (yellow)

B. Pedestrian Tunnel at Scott Avenue

A 60 ft. long pedestrian tunnel 8 ft. high and 10 ft. wide would be constructed under the railroad on the north side of Scott Avenue providing access to the Village Park. The floor of the tunnel would be approximately equal to the normal low tidal level of the river. Ramps meeting Americans with Disabilities Act (ADA) standards will be constructed on both sides of the tunnel which will be about 13 ft. below the existing rail road track elevation. A set of stairs will be constructed on the east side of the tunnel to bypass the ramp. The estimated cost of this alternative is \$3.5 M.



Visualization of pedestrian tunnel

C. Pedestrian Bridge at Scott Avenue

A pedestrian bridge over the railroad would provide access to the Village Park. The 100 ft long bridge would be constructed near the north side of Scott Avenue. A pair of elevator & stair towers would be built off the railroad right of way on State owned land on the east side and Village owned land on the west. The elevators would meet the requirements of the Americans with Disabilities Act (ADA) for handicap access. The bridge would be 10 ft wide and would allow for the passage of pedestrians, bicycles, and grounds maintenance machinery. The portion of the bridge over the railroad would be fully screened to prevent objects from falling onto the rail road tracks below. The estimated cost for this alternative is \$2.0 M.

