



AMERICAN SOCIETY OF HIGHWAY ENGINEERS

National Project of the Year Award

OFFICIAL ENTRY FORM

AWARD CATEGORY (Check One): Under \$20 Million Over \$20 Million

SPONSORING REGION (Check One):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Northeast | <input type="checkbox"/> Great Lakes | <input type="checkbox"/> Northwest |
| <input type="checkbox"/> Mid-Atlantic | <input type="checkbox"/> North Central | <input type="checkbox"/> Rocky Mountain |
| <input type="checkbox"/> Southeast | <input type="checkbox"/> South Central | <input type="checkbox"/> Southwest |

CONTACT INFORMATION FOR SUBMITTING REGION:

Contact Name: Scott R. Eshenaur ASHE Region Position: NPY Chairperson
Phone (Office): 717-790-9565 Phone (Mobile): 717-580-8426 E-Mail Address: sreshenaur@modjeski.com

PROJECT INFORMATION:

ENTERING AGENCY/COMPANY'S NAME: Creighton Manning Engineering
PROJECT NAME: Purple Line Bus Rapid Transit TYPE: Public Transit
PROJECT LOCATION: Washington and Western Avenues
CITY: Albany COUNTY: Albany STATE: New York
FINAL CONSTRUCTION COST: \$19.9 million BUDGETED CONSTRUCTION COST: \$19.4 million
PROJECT COMPLETION DATE: November 5, 2023

PROJECT ASHE SECTION: Albany ASHE SECTION CONTACT NAME: John Saia, Jr., PE
PHONE (OFFICE): 518-872-9471 PHONE (MOBILE): 518-852-9049 E-MAIL: jsaia@jsquaredconstruct.com

PROJECT TEAM:

PROJECT OWNER: Capital District Transportation Authority
STREET ADDRESS: 110 Watervliet Avenue
CITY: Albany STATE: NY ZIP: 12206
CONTACT PERSON: Jeremy Smith PHONE: 518-437-8360
E-MAIL ADDRESS: jeremys@cdta.org

PROJECT DESIGN FIRM: Creighton Manning Engineering
STREET ADDRESS: 2 Winners Circle
CITY: Albany STATE: NY ZIP: 12205
CONTACT PERSON: Doug Teator PHONE: 518-689-1854
E-MAIL ADDRESS: dteator@cmellp.com

PRIME CONTRACTOR: James H. Maloy, Inc.
STREET ADDRESS: 421 Albany-Shaker Road
CITY: Loudonville STATE: NY ZIP: 12211
CONTACT PERSON: Peter Moloy PHONE: 518-438-7881
E-MAIL ADDRESS: pmaloy@jhmalo.com

Entry Form Completed By: Shelly A. Johnston, PE Date: 1/26/2024

INTRODUCTION

The Capital District Transportation Authority (CDTA) is the mobility solutions provider in the Albany, New York area. Their serve area is 2,300 square miles with a population of approximately 770,000 people. The Purple Line is CDTA's latest bus rapid transit (BRT) service known as BusPlus. The Purple Line BRT extends 8 miles along Washington and Western Avenues, connecting downtown Albany and Crossgates Mall, stopping at The College of Saint Rose, University at Albany as well as the Harriman State office campus. The Purple Line travels along the second busiest transit corridor in the region with over 3 million boardings annually. The Purple Line also connects to the existing Red and Blue BRT lines, thus allowing riders fast, accessible, and affordable access to major destinations within the Capital Region of New York State. The Purple Line BRT began service on November 5, 2023, which was on schedule for this multi-phase project. The construction cost was \$19.9 million for the transportation infrastructure elements.

COMPLEXITY

The project was complex because of the construction scheduling and phasing, rigorous project review process by the Federal Transit Administration (FTA), and the regulatory approvals and permitting required from many agencies, including the State University of New York (SUNY), New York State Office of General Services, and the City of Albany.

The design phase was completed between 2015 and 2020. In 2020, all design documentation, costs, and schedule, including the procurement plan, was provided to FTA for a final project review before funding was authorized for construction. The project was constructed over a three-year period.

The project elements include:

- Dedicated busway through the University at Albany campus
- Two-lane roundabout off a limited access highway
- Sixteen BRT stations featuring solar power, enhanced lighting and heated sidewalks
- Three new traffic signals and transit signal priority at 35 intersections
- Queue jump lanes and bus only lanes to enhance travel time and service reliability
- Contra-flow bus lane and multi-use path on the State Office Campus bridge over NY-85

This project involved multiple disciplines, performing design services to generate seven construction contracts, coordinated to meet a start date for the new bus service. Creighton Manning performed the transportation and civil engineering work and managed all project disciplines. Creighton Manning also served as program manager for CDTA, developing the project scope, cost, and schedule, assembling, and supporting CDTA in grant applications, FTA grant review process, and ultimately grant management. Seven major contracts were awarded, four for transportation and civil work to construct the bus stations, signal improvements, busway, and other corridor improvements, one for the bus shelters, BRT pylon signs and passenger amenities; one to expand and renovate the Albany Division Bus Garage and one to purchase the buses.

NEW APPLICATION OF EXISTING TECHNIQUES/ORIGINALITY/INNOVATION

Purple Line BRT is only the third application of BRT in Upstate New York, and the most advanced to date because of the dedicated transit segments and technology applications. The project constructed the first bus only lanes in the region. The bus only lanes on Brevator Street and the Campus Access Road bridge over Route 85 reduce travel time for customers and increase the attractiveness of the transit service.

Another innovative feature was the UAlbany Gardenway, a dedicated bikeway for the Purple Line that extends one mile through the University at Albany campus and includes a new bus priority lane and BRT stations, along with new and expanded multi-use paths along Alumni Drive that increase connectivity and improve walker and cyclist safety. The Busway provides exclusive access for BRT buses and enhances travel for CDTA customers.

The traffic signal system in the corridor was upgraded to state-of-the-art hardware and software, utilizing cloud-based remote access to the network for real-time operations reporting and the use of video detection for special bus phases. A queue jump lane is a transit treatment that includes a dedicated bus only lane and a special signal. The Purple Line BRT has three queue jumps and two special signal intersections. The queue jump signal is a specialized traffic system that grants priority to buses at intersections equipped with queue jump lanes. When activated, it provides buses with a brief, exclusive phase, allowing them to enter the intersection ahead of other vehicles, minimizing delays and increasing efficiency. This signal not only enhances the reliability of the BRT lines, but also incentivizes more people to choose eco-friendly and time-efficient public transit options.

A two-lane roundabout was constructed at the main entrance to Crossgates Mall from a limited access highway. It required relocation and widening of the intersection. The roundabout improves bus schedule adherence and service reliability especially for the main transit hub at the mall. Additional improvements to traffic signals, pavement markings and pavement conditions improved access to and from the mall.

Innovative features at select BRT stations included roof mounted PV panels to offset the energy demand that will generate power in the non-winter seasons. The heated sidewalk system required design of a complex system of underground conduits and a large electrical cabinet housing the heated sidewalk control system and interconnection of the rooftop solar into the public utility system.

SOCIAL/ ECONOMIC CONSIDERATIONS

Bus Rapid Transit is a sustainable way to transport residents and employees quickly, efficiently, and safely. The new BRT service has the following social and economic benefits:

- Improves mobility for transit-dependent and disabled populations
- Provides fast, efficient, and environmentally sound connections between key destinations
- Supports urban revitalization and transit-oriented development
- Alleviates parking demand and associated costs
- Improved signal coordination reduces travel time for all traffic in the corridor

SAFETY

Implementing the Purple Line BRT contributes to reductions in traffic crashes. The safety benefits are highlighted by the following:

- Dedicated bus lanes reduce interaction between buses and other vehicles, minimizing the risk for traffic crashes.
- Enhanced pedestrian accommodations including sidewalks, curb bump outs, Rectangular Rapid Flashing Beacons (RRFB), and crosswalks improve accessibility and pedestrian safety.
- Raised median with fence and trees on Western Avenue serves to calm traffic and direct pedestrians to a safe crosswalk.
- A dedicated multi-use path enhances safety for cyclists on the UAlbany campus.
- Roundabout reduces the potential for rear end accidents on the highway and right-angle accidents on the mall ring road.
- Bus stations with clear sight lines, bright lighting, shelters, and heated sidewalks improve safety and security for passengers.

AESTHETICS AND SUSTAINABLE FEATURES

The new BRT service has the following aesthetic and sustainable features:

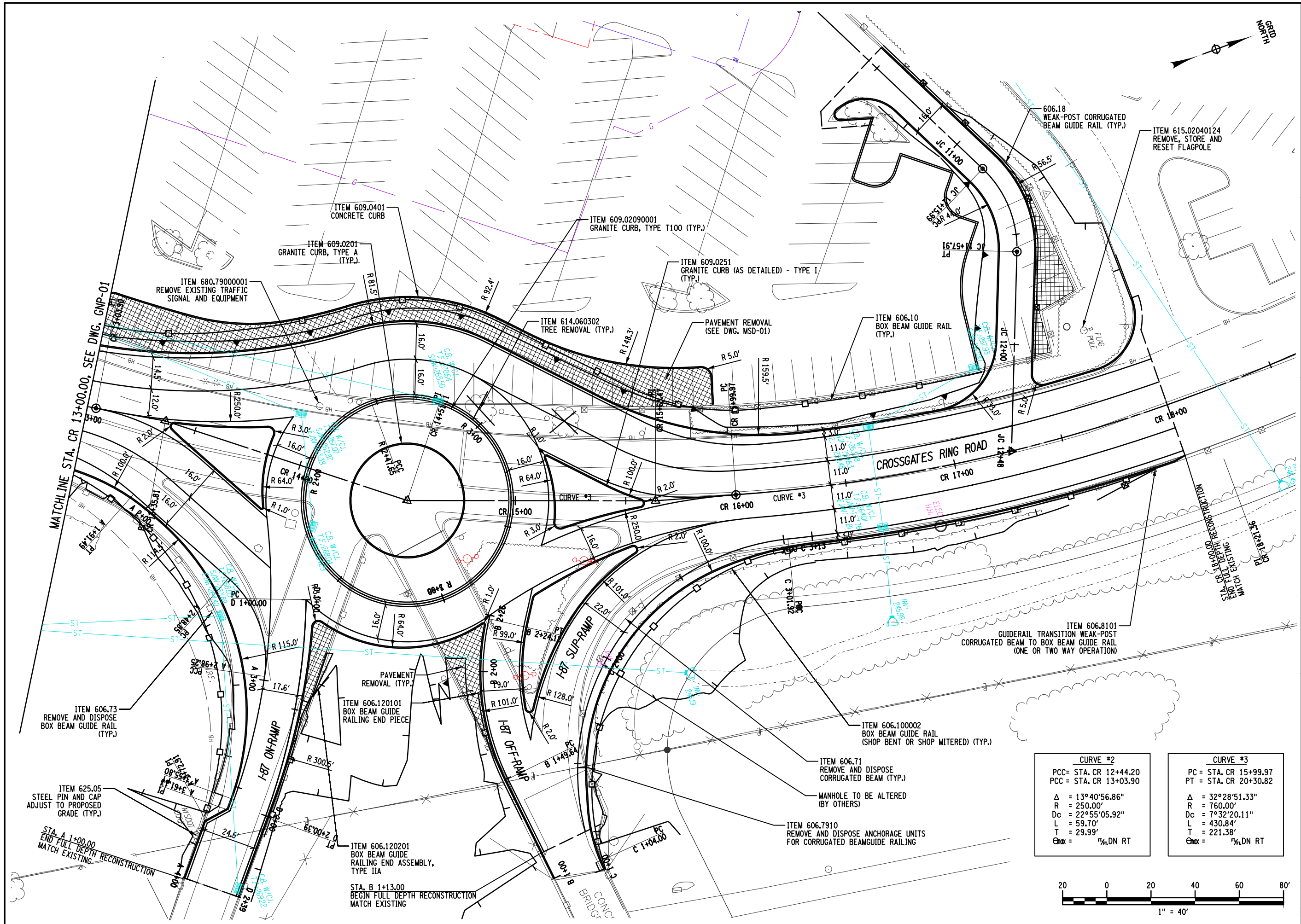
- Branding is a key component of a BRT system to set customer expectations. The 16 new articulated BRT buses have a distinct logo and graphics in purple on a silver background, setting them apart from local, fixed route buses in the corridor. The visual identity extends to the pylons and bus shelters at each of the stations.
- Red colored pavement on the bus only lanes highlight the prominence of the transit service, while at the same time visually enforcing dedicated transit space.
- BRT service improves air quality by reducing the number of single occupant vehicles
- Photovoltaic and solar panels at the bus stations reduce greenhouse gases.
- Porous pavement on the dedicated busway reduces stormwater runoff.
- Roundabout eliminates vehicles idling and improves air quality.

MEETING AND EXCEEDING OWNER'S/CLIENT'S NEEDS

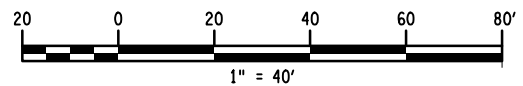
FTA Capital Investment Grants (CIG) program funding was secured for Small Starts Project Development. The Small Starts program is a highly competitive national grant program, which requires FTA and Congressional approval. The Small Starts process involves performance-based metrics, and a detailed scope, cost and schedule review by FTA's third party Program Management Oversight Consultant. CDTA was very happy when they were awarded \$60.9 million by USDOT for the Purple Line BRT in September 2021. Creighton Manning provided technical and administrative support for the FTA grant application and supported CDTA in securing additional Federal, State and Local funds to fully fund the project.

FILE = N:\Projects\2015\115-001 BRT WashWest\Crossgates Ring Road\Working\CADD\dgn\115-001-oph-grp-02.dgn
 DATE = 12/17/2021
 USER = dbr-jls

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



CURVE #2	CURVE #3
PCC= STA. CR 12+44.20	PC = STA. CR 15+99.97
PCC = STA. CR 13+03.90	PT = STA. CR 20+30.82
$\Delta = 13^\circ 40' 56.86''$	$\Delta = 32^\circ 28' 51.33''$
R = 250.00'	R = 760.00'
Dc = 22°55'05.92"	Dc = 7°32'20.11"
L = 59.70'	L = 430.84'
T = 29.99'	T = 221.38'
$\text{Chax} = \frac{1}{4}\% \text{DN RT}$	$\text{Chax} = \frac{1}{4}\% \text{DN RT}$

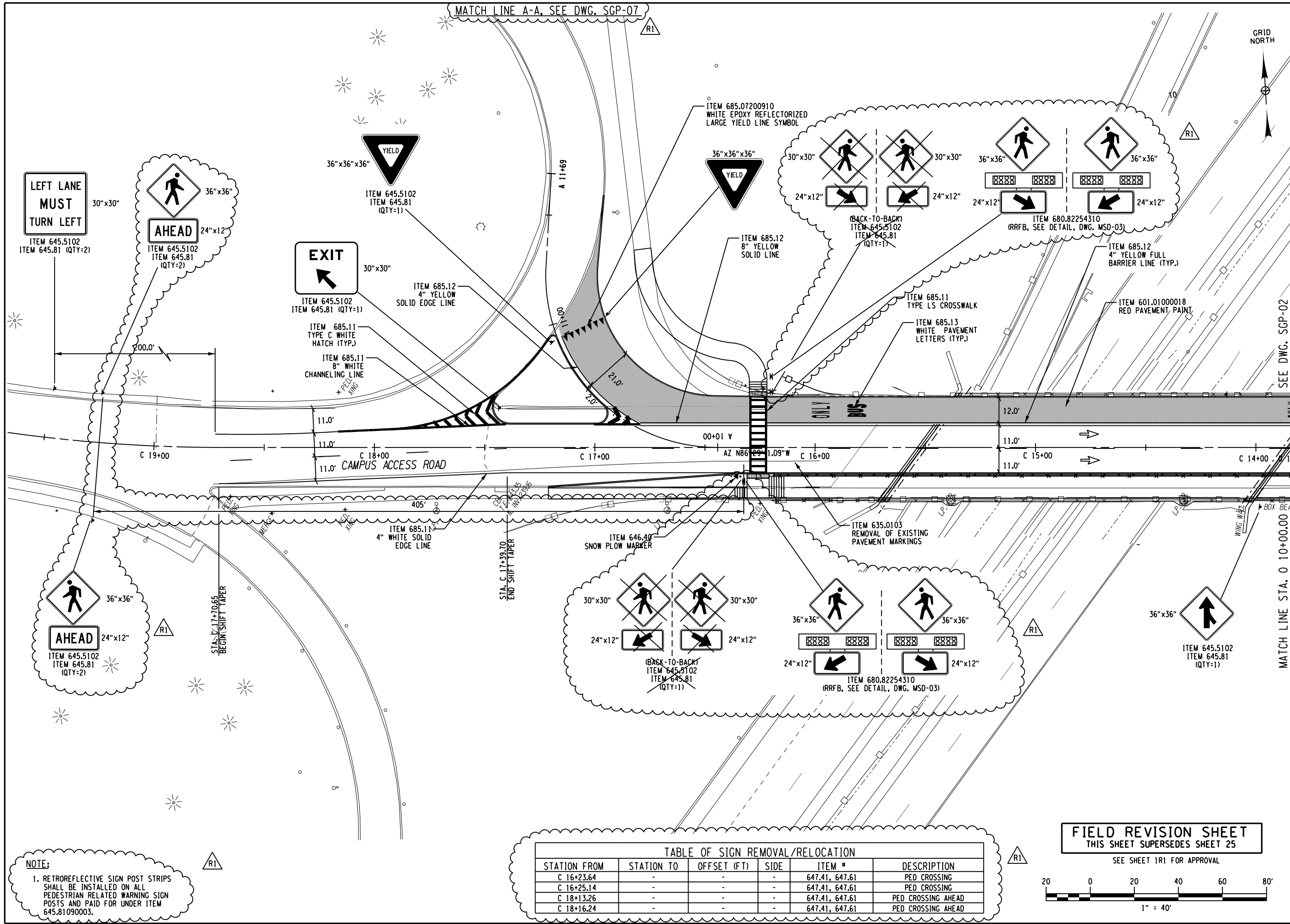


<p>PREPARED FOR:</p> <p>Capital District Transportation Authority 110 Watervliet Avenue Albany, New York 12206</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	REVISION	DATE	BY				
NO.	REVISION	DATE	BY						
<p>FINAL PLAN SEE COVER FOR STAMP</p>									
<p>CREIGHTON MANNING ENGINEERING, LLP 2 WINNERS CIRCLE - ALBANY - NEW YORK - 12205 P: (518) 446-0396 F: (518) 446-0397 WWW.CMELLP.COM</p>									
<p>CROSSGATES RING ROAD ROUNDABOUT TOWN OF GUILDERLAND ALBANY COUNTY, NY</p>									
<p>GENERAL PLAN</p>									
<p>DATE: DEC. 2021 CM No.: 115-001 SCALE: AS NOTED DESIGNED: J.W. DRAWN BY: K.H.D. CHECKED: C.A.G.</p>									
<p>GNP-02</p>									
<p>SHEET NUMBER 29 of 52</p>									

FILE: N:\Projects\2015\115-001 BRT WashWest\Stations - 01\Vector\Working\CA00\dgn\115-001.cph.sgp.dwg
 DATE: 5/31/2022 12:43:37 PM
 USER: mwh
 PLOT: N:\S001\LOE_PDF.plt

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NOTE:
 1. RETROREFLECTIVE SIGN POST STRIPS SHALL BE INSTALLED ON ALL PEDESTRIAN RELATED WARNING SIGN POSTS AND PAID FOR UNDER ITEM 645.81090003.



MATCH LINE A-A, SEE DWG. SGP-07

GRID NORTH

SEE DWG. SGP-02

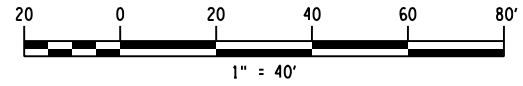
MATCH LINE STA. 0 10+00.00

TABLE OF SIGN REMOVAL/RELOCATION

STATION FROM	STATION TO	OFFSET (FT)	SIDE	ITEM #	DESCRIPTION
C 16+23.64	-	-	-	647.41, 647.61	PEDESTRIAN CROSSING
C 16+25.14	-	-	-	647.41, 647.61	PEDESTRIAN CROSSING
C 18+13.26	-	-	-	647.41, 647.61	PEDESTRIAN CROSSING AHEAD
C 18+16.24	-	-	-	647.41, 647.61	PEDESTRIAN CROSSING AHEAD

FIELD REVISION SHEET
 THIS SHEET SUPERSEDES SHEET 25

SEE SHEET 1R1 FOR APPROVAL



NO.	REVISION	DATE	BY
	RT1 REPLACED PED CROSSING SIGNS WITH RRFBs UPDATED ADVANCE PED WARNING SIGNS	05/2022	DKJ

PREPARED FOR:
CDTA
 110 Watervliet Avenue
 Albany, New York 12206

FINAL PLAN
 SEE COVER
 FOR STAMP

UNAUTHORIZED ALTERATION OR ADDITION
 APPLICABLE STATE AND/OR LOCAL LAWS

Creighton Manning
 CREIGHTON MANNING ENGINEERING, LLP
 2 WINNERS CIRCLE - ALBANY - NEW YORK - 12205
 P: (518) 446-0386 F: (518) 446-0387 WWW.CMEELP.COM

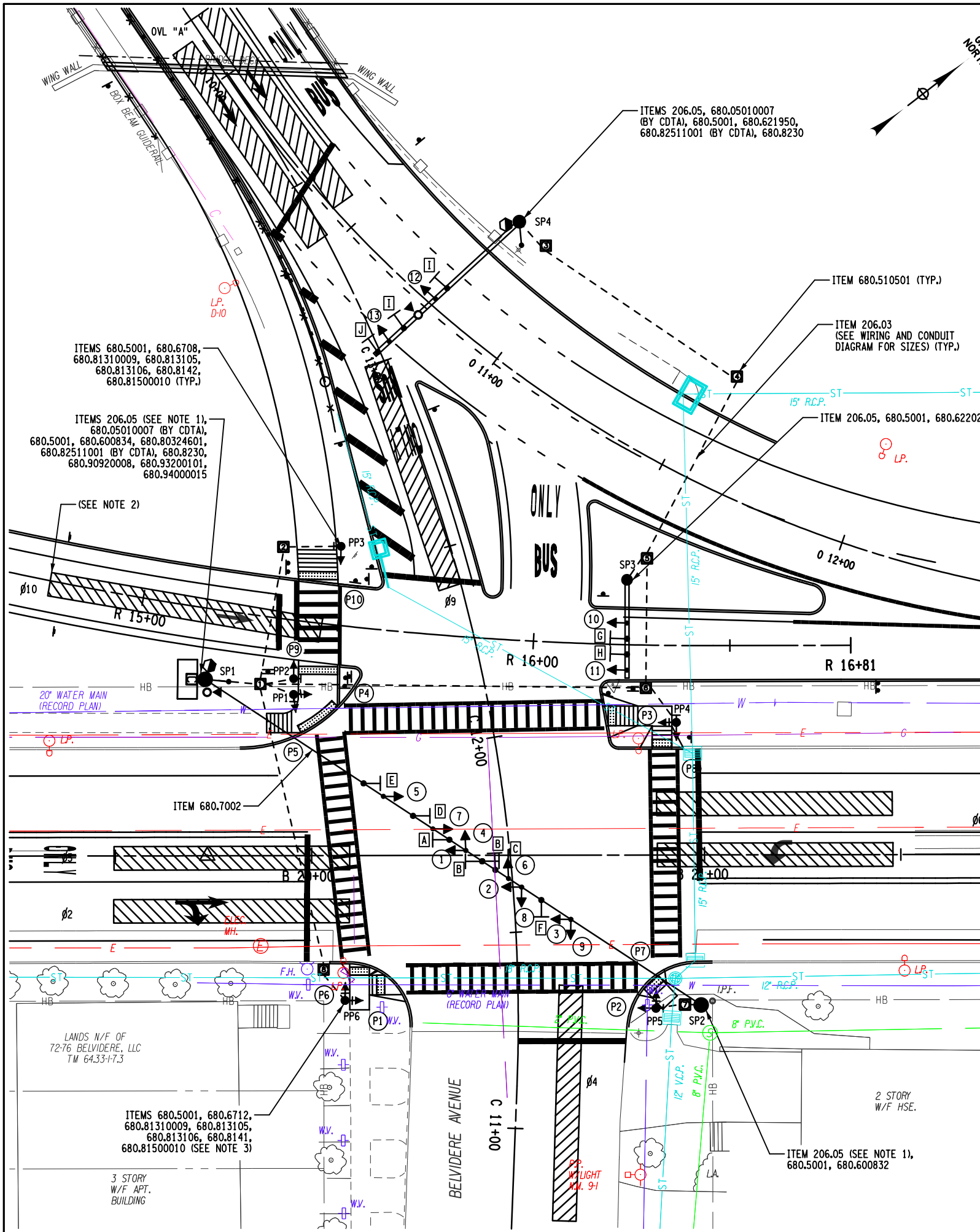
CDTA WASHINGTON/WESTERN CORRIDOR
 BREVIATOR HIGHWAY IMPROVEMENTS
 ALBANY COUNTY, NEW YORK

SIGNING AND STRIPING PLAN

DATE: DECEMBER 2021 CM No.: 115-001 SCALE: AS NOTED DESIGNED: M.K. DRAWN BY: K.H.D. CHECKED: A.C.

SGP-05
 SHEET NUMBER 25R1 of 46

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



PHASE	FACES											
	1	2/3	4/5	6/7	8/9	10/11	12/13	P1/P2	P3/P4	P5/P6	P7/P8	P9/P10
Ø2	—	G	R	R	R	R	R	R	R	R	R	R
Ø5	—	R	R	R	R	R	R	R	R	R	R	R
Ø6	—	R	G	R	R	R	R	R	R	R	R	R
Ø4	—	R	R	R	G	R	R	R	R	R	R	R
Ø9	—	R	R	R	R	R	R	R	R	R	R	R
Ø10	—	R	R	R	R	VGA	R	R	R	R	R	R
OVL A	—	R	R	R	R	R	R	VGA	R	R	R	R
Ø2 + Ø6 + Ø10 + OVL A	—	G	G	R	R	R	VGA	VGA	R	R	R	R
Ø9 + OVL A	—	R	R	R	R	R	R	VGA	R	R	R	R
Ø2 + Ø5	—	G	R	R	R	R	R	R	R	R	R	R
Ø4 + Ø10 + OVL A	—	R	R	R	R	G	VGA	VGA	R	R	R	R
FLASHING OPERATION	DARK	FY	FY	FY	FR	FR	FY	DARK	DARK	DARK	DARK	DARK
DISPLAY												
ALL LENSES SHALL BE 12" DIA. (300 MM)	⊖	⊙	⊙	⊕	⊙	⊙	⊙	⊕	⊕	⊕	⊕	⊕

NOTE:
 HEADS 1, 2, 3, 10, AND 11 SHALL BE EQUIPPED WITH OPEN TUNNEL VISORS.

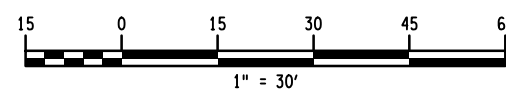
OPERATIONS LEGEND

- Ø = PHASE
- R = CIRCULAR RED
- FR = FLASHING RED
- DW = HAND (DON'T WALK)
- OVL = OVERLAP
- = HORIZONTAL WHITE BAR (STOP-BUS)
- Y = CIRCULAR YELLOW
- FY = FLASHING YELLOW
- ▲ = FLASHING WHITE TRIANGLE (PREPARE TO STOP-BUS)
- G = CIRCULAR GREEN
- FR = RIGHT GREEN ARROW
- VGA = VERTICAL GREEN ARROW
- PED = PEDESTRIAN
- ⊖ = VERTICAL WHITE BAR (GO-BUS)

TABLE OF OVERHEAD SIGNS						
ITEM NO.	LOCATION NO.	TEXT	MUTCD NO.	SIZE	TYPE OF MOUNT	QUANTITY
680.8210	A	EXCEPT BUSES	R3-2 NYR7-6P	24" x 24" 4.0 SF	O.H. TYPE J	1
680.8210	B		CUSTOM	30" x 36" 7.5 SF	O.H. TYPE J	2
680.8210	C		R3-5L	30" x 36" 7.5 SF	O.H. TYPE J	1
680.8210	D		W25-2	24" x 30" 5.0 SF	O.H. TYPE J	1
680.8210	E		R3-1	24" x 24" 4.0 SF	O.H. TYPE J	1
680.8210	F		R3-27	24" x 24" 4.0 SF	O.H. TYPE J	1
680.8207	G		R3-5a	30" x 36" 7.5 SF	O.H. TYPE G	1
680.8207	H		R3-3	36" x 36" 9.0 SF	O.H. TYPE G	1
680.8207	I	EXCEPT BUSES	R3-5a NYR7-6P	30" x 36" 7.5 SF 24" x 16" 2.7 SF	O.H. TYPE G	2
680.8207	J		CUSTOM	30" x 36" 7.5 SF	O.H. TYPE G	1

- NOTES:**
- THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBANY WATER DEPARTMENT TO HAVE AN ALBANY WATER DEPARTMENT REPRESENTATIVE WITNESS THE TEST PIT OPERATIONS FOR THE SIGNAL POLE FOUNDATIONS AT THIS INTERSECTION.
 - THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBANY TRAFFIC DEPARTMENT TO ESTABLISH A SEPARATE DETECTION ZONE TO BE LOCATED ON THE ROUTE 85 OFF RAMP IN ADVANCE OF THE DETECTION ZONE SHOWN ON THE PLANS. THIS ADVANCE DETECTION ZONE SHALL ACT AS A FORCE-OFF DETECTOR TO PLACE A PRIORITY CALL ON PHASE 10.
 - PRIOR TO INSTALLING THE PEDESTRIAN POLE FOUNDATION, THE CONTRACTOR SHALL CONFIRM VISIBILITY OF PROPOSED PEDESTRIAN SIGNAL HEAD P6 FROM THE SOUTHWEST CORNER.

TRAFFIC SIGNAL LEGEND	
	PULL BOX
	MICROCOMPUTER CABINET
	PEDESTRIAN POLE
	SIGNAL HEAD
	SIGNAL POLE
	OVERHEAD SIGN
	PREEMPTION SYSTEM, GPS ANTENNA
	PREEMPTION SYSTEM, TELL-TALE LIGHT
	TRAFFIC SIGNAL CONDUIT
	VIDEO IMAGING VEHICLE DETECTION SYSTEM
	VIDEO DETECTION ZONE



PREPARED FOR: **CDTA**
 110 Watervliet Avenue
 Albany, New York 12206

UNAUTHORIZED ALTERATION OR ADDITION OF ANY KIND IS PROHIBITED. APPLICABLE STATE AND LOCAL LAWS.

FINAL PLAN
 SEE COVER
 FOR STAMP

Creighton Manning
 CREIGHTON MANNING ENGINEERING, LLP
 2 WINNERS CIRCLE - ALBANY - NEW YORK - 12205
 P: (518) 446-0397 F: (518) 446-0397 WWW.CMELL.P.COM

CDTA WASHINGTON/WESTERN BRT
 TRAFFIC SIGNAL IMPROVEMENTS
 ALBANY COUNTY, NEW YORK
 TRAFFIC SIGNAL PLAN
 BREVIATOR ST/BELVIDERE AVE/
 HARRIMAN RING RD

DATE: DECEMBER 2021 CM No.: 115-001 SCALE: AS NOTED DESIGNED: D.J.K. DRAWN BY: K.H.D. CHECKED: D.P.R.

TSP-5
 SHEET NUMBER 18 of 24

FIELD REVISION SHEET
THIS SHEET SUPERSEDES SHEET 28A1

SEE SHEET 9A1R1 FOR APPROVAL

NO.	REVISION	DATE	BY
A1	UPDATED ITEM CALLOUT, DR 4-2 STRUCTURE TYPE CHANGED	01/2022	MK
R1	CHANGED 4" RISER TO 2" UPDATED EASTBOUND STATION POWER SOURCE	05/2022	MK

PREPARED FOR:
Capital District Transportation Authority
110 Watervliet Avenue
Albany, New York 12206

FINAL PLAN
SEE COVER
FOR STAMP

Creighton Manning
CREIGHTON MANNING ENGINEERING, LLP
2 WINNERS CIRCLE • ALBANY, NEW YORK • 12205
P: (518) 446-0396 F: (518) 446-0397 WWW.CMELLP.COM

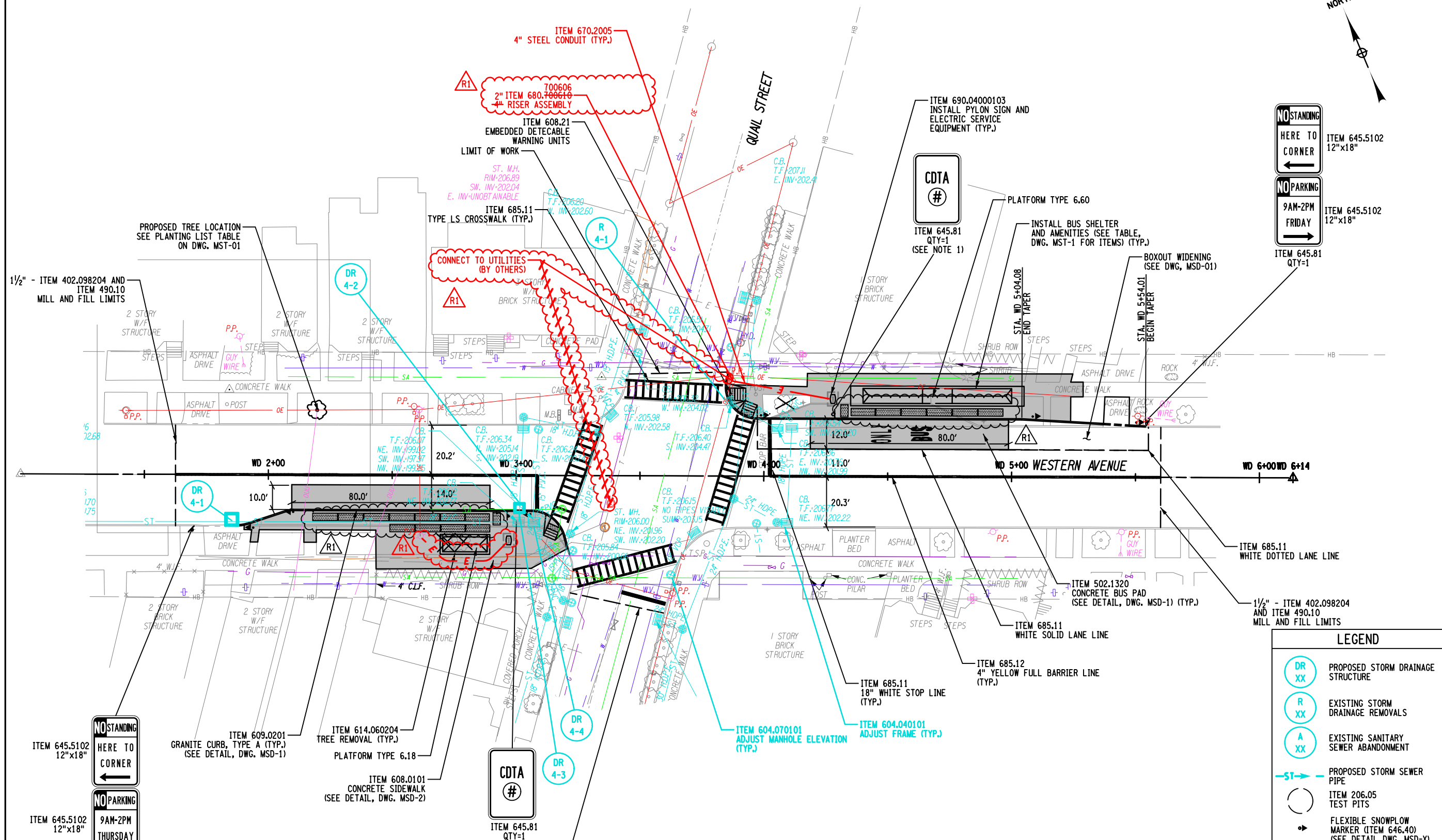
CDTA WASHINGTON / WESTERN CORRIDOR
STATION IMPROVEMENTS
ALBANY COUNTY, NEW YORK

GENERAL PLAN
QUAIL STATION

DATE: DECEMBER 2021 CM No.: 115-001 SCALE: AS NOTED DESIGNED: M.K. DRAWN BY: K.H.D. CHECKED: D.A.T.

GNP-4

SHEET NUMBER 28A1R1 of 38



LEGEND

	PROPOSED STORM DRAINAGE STRUCTURE
	EXISTING STORM DRAINAGE REMOVALS
	EXISTING SANITARY SEWER ABANDONMENT
	PROPOSED STORM SEWER PIPE
	ITEM 206.05 TEST PITS
	FLEXIBLE SNOWPLOW MARKER (ITEM 646.40) (SEE DETAIL DWG. MSD-X)
	BUS SHELTER (FUTURE)
	ITEM 608.0101 SIDEWALK AREA

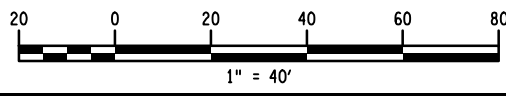
SIGN REMOVAL TABLE

STATION	SIDE*	ITEM	ITEM	DESCRIPTION
WD 1+69	RT	647.41	647.61	REMOVE SIGN POST AND FOUNDATION, STORE SIGNS
WD 2+66	RT	647.41	-	REMOVE AND STORE SIGN
WD 2+87	RT	647.41	647.61	REMOVE SIGN POST AND FOUNDATION, STORE SIGNS
WD 4+16	LT	647.41	647.61	REMOVE SIGN POST AND FOUNDATION, STORE SIGNS
WD 4+89	LT	647.41	647.61	REMOVE SIGN POST AND FOUNDATION, STORE SIGNS

- NOTES:**
1. CDTA ROUTE SIGNS SHALL BE FABRICATED AND INSTALLED BY OTHERS.
 2. REFER TO DWG. TSP-8 FOR MODIFICATIONS TO EXISTING TRAFFIC SIGNALS.
 3. SEE DWG. MST-1 FOR TABLE OF PARKING IMPACTS.
 4. REFER TO DETAILS ON DRAWINGS E-1 TO E-4 FOR SNOWMELT AND ELECTRIC SERVICE COMPONENTS.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

FILE = N:\Projects\2015\115-001 BRT WashWest\Stations - Q1\Colonial to Quail\Working\CADD\gnp\115-001_rph_gnp_04.dgn
DATE = 5/31/2022
USER = mmorrissey



FILE : N:\Projects\2015\115-001 BRT WashWest\Bunaway - SUNY\cadd\dwg\115-001-utp-12.dgn
 DATE : 12/13/2022
 USER : kadevick

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED. THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

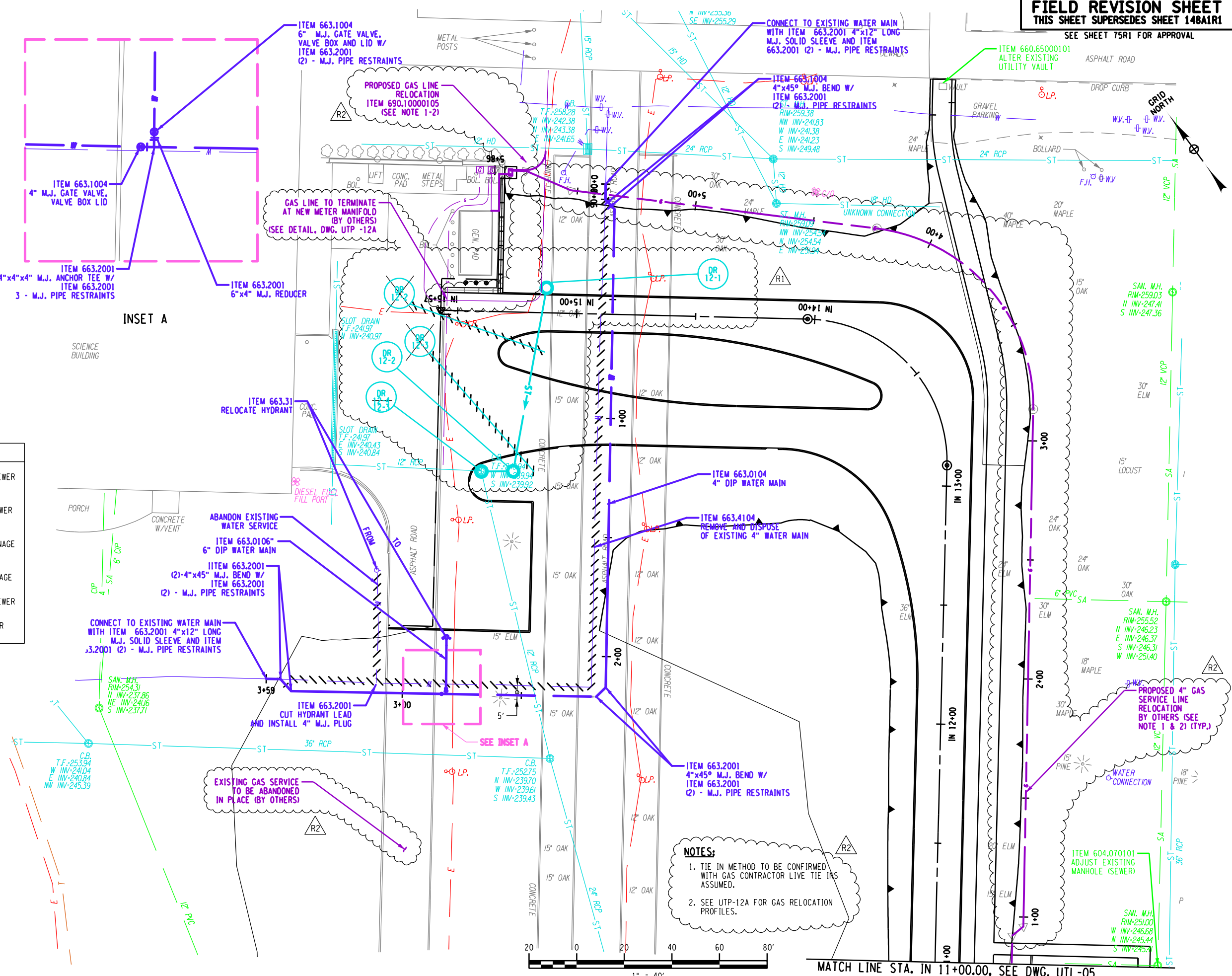
FIELD REVISION SHEET
 THIS SHEET SUPERSEDES SHEET 148A1R1

SEE SHEET 75R1 FOR APPROVAL

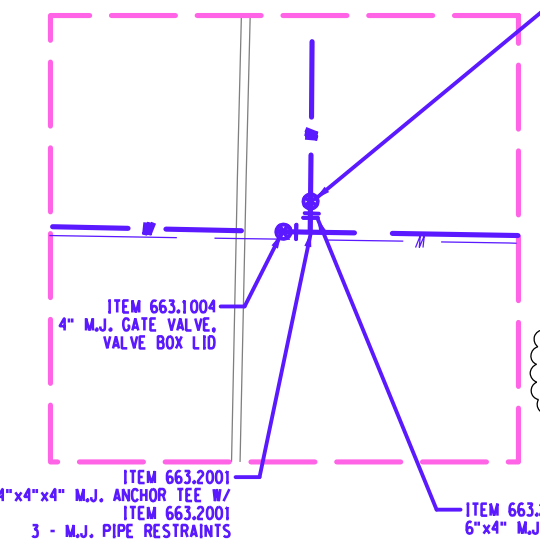
MATCH LINE, SEE DWG. UTL-11

LEGEND

	PROPOSED SANITARY SEWER MANHOLE
	EXISTING SANITARY SEWER ABANDONMENT
	PROPOSED STORM DRAINAGE STRUCTURE
	EXISTING STORM DRAINAGE REMOVAL
	PROPOSED SANITARY SEWER PIPE
	PROPOSED STORM SEWER PIPE

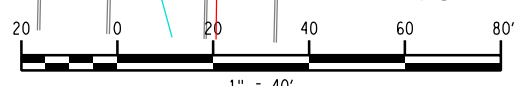


INSET A



NOTES:

1. TIE IN METHOD TO BE CONFIRMED WITH GAS CONTRACTOR LIVE TIE INS ASSUMED.
2. SEE UTP-12A FOR GAS RELOCATION PROFILES.



MATCH LINE STA. IN 11+00.00, SEE DWG. UTL-05

NO.	R1	REVISION	DATE	BY
	R2	DRAINAGE UPDATES GAS LINE RELOCATION	4/2022 12/2022	M.R. A.D.
PREPARED FOR: 110 Watervliet Avenue Albany, New York 12206				
UNAUTHORIZED ALTERATION OR ADDITION APPLICABLE STATE AND/OR LOCAL LAWS FINAL PLAN SEE COVER FOR STAMP				
 CREIGHTON MANNING ENGINEERING, LLP 2 WINNERS CIRCLE - ALBANY, NEW YORK - 12205 P: (518) 486-0396 F: (518) 486-0397 WWW.CMELLP.COM				
RECONSTRUCTION OF ALUMNI DRIVE AND CAMPUS ENHANCEMENTS		UTILITY AND DRAINAGE PLAN		
DATE:	DESIGNED:	SCALE:	CM No.:	D.T.:
DECEMBER 2021	M.R.	AS NOTED	115-001	
UTP-12 SHEET NO. 148A1R2 of 173				











VERIFICATION OF SUBSTANTIONAL COMPLETION BY THE DATE NOTED

The local newspaper, Troy Record, ran an article highlighting the start of service for the Purple Line BRT in November 2023. A copy of the article is attached.

STATEMENT OF COMMITMENT

At least one representative from the project team will proudly attend the awards luncheon if the CDTA Purple Line BRT is recognized as the Project of the Year.

LATEST HEADLINES

SUBSCRIBER ONLY

CDTA launches 'Purple Line' bus service



The CDTA's Purple Line launched Monday. The route will run between downtown Albany to Crossgates Mall. (Erica Bouska – MediaNews Group)



By **ERICA BOUSKA** | ebouska@troyrecord.com

November 6, 2023 at 4:15 p.m.



ALBANY, N.Y. — Monday saw the completion of the final leg of the transportation proposal U.S. Senate Majority Leader Chuck Schumer and the Capital District Transportation Authority (CDTA) announced in 2013. The new BusPlus Purple Line launched, finalizing the project that included construction of the Blue Line and updates to the Red Line.

“(In 2013) we set a vision for 40 miles of Bus Rapid Transit (BRT) in the Capital Region,” CDTA CEO Carm Basile said during a press conference Monday at the University at Albany. “Today, we have achieved that goal.”

The BusPlus lines are part of the CDTA’s BRT program. The three lines service the Capital Region’s busiest roads with limited stops. Some benefits listed with the routes are Wi-Fi, charging ports, larger buses, and updated stations with real-time information.

The fare on BusPlus stops is slightly higher than the CDTA’s other services at \$2 for standard passengers and \$1 for senior and disabled riders, according to the CDTA website.

Schumer, D-NY, said the new line has stops stretching from the Crossgates Mall to downtown Albany and runs through both the University’s campus and The College of St. Rose. The other two BusPlus routes, the Red and Blue lines, launched in 2011 and 2020, respectively.

“What we’re doing here today, this new Purple Bus Line and the two others we have funded already, are a national model of rapid bus transit. It’s amazing,” Schumer said.

The Red runs from the Albany Bus Terminal to the Gateway Plaza Mobility Center in Schenectady. The Blue Line has two routes that run along the Hudson: one from the Albany Rail Trail Station to the Waterford Station at Broad Street and 4th Street; and the other from Delaware Avenue in Albany to Remsen Street and Canal Square in downtown Cohoes.

“Making public transportation more accessible and convenient is a win-win for Troy residents,” Troy City Council Majority Leader Susan Steele said in a statement to The Record. “I’m grateful to Senator Schumer and CDTA for this latest improvement for our area.”

The decade-long project took \$115 million of federal funding, Schumer said: \$18 million for the Red Line, \$32 million for the Blue Line and \$63 million for the Purple Line. The funding comes from the Federal Transit Administration’s (FTA) Capital Grant Small Starts Program, a discretionary grant program that funds public transit initiatives.

Projects like these, the senator said, are essential for many cities, including others in upstate New York that have large populations but cannot build a subway system.

“They need a bus system to get people around, and this is the perfect way to do it,” he said. “It’s really the future.”

“Even if you just drive a car, and you say, ‘I don’t like taking the bus,’ try it, you’ll like it.” Schumer said, “Even if you don’t, it’s going to make your life easier because there’ll be fewer cars on the road.

“Along the new BRT route, parking is limited. The cost of building parking garages is skyrocketing and land for surface lots is non-existent,” he continued. “So we really need the bus line more than ever.”

Investing in public transportation can also help lower greenhouse gas emissions, reported the Environmental Protection Agency (EPA). In 2017, 17% of U.S. emissions came from cars and light-duty trucks.

Additionally, an EPA study released in 2023 found that transportation accounted for about 28% of greenhouse gas emissions between 1990 and 2021, surpassing the Electric Power Industry and the Agriculture, Residential and Commercial sectors’ emissions combined.

U.S. Rep. Paul Tonko, D-Amsterdam, spoke about this project’s effects on emissions at Monday’s press conference as well. Tonko co-chairs the Sustainable Energy and Environment Coalition and serves on the Energy and Commerce Committee.

“This is about reducing those greenhouse gas emissions,” he said. “It’s about clean energy. It’s about a stronger environment, a better stewardship of our planet, and growing our economy.”

CDTA is also working to move its bus fleet to green electric power. As of April 2023, it has eight electric buses and federal funding and grants to get more electric buses and build infrastructure to allow more charging stations.

“Transportation infrastructure is so important toward reinvestment, revitalization, and connecting our Troy neighborhoods,” Troy City Council President Carmella Mantello said to The Record. “Troy’s Blue Line, which is part of CDTA’s Purple Line connection, continues reducing our Capital Region’s carbon footprint and, more importantly, continues to connect our cities as a region.”

Schumer noted at the conference that the congestion, lack of parking and need for these bus lines are proof that the Capital Region is doing well. The Purple Line may even, Culotta said, help students make it to class on time.

“It’s going to improve mobility, access to jobs, healthcare, educational opportunities, and other critical community services in the region for more than one million people every year,” Culotta said. “The Purple Line can serve as a launch pad of opportunities linking riders to all the region has to offer.”



U.S. Senate Majority Leader Chuck Schumer, left, and CDTA CEO Carm Basile at the press conference Monday. (Erica Bouska – Media News Group)



U.S. Senate Majority Leader Chuck Schumer, left, and CDTA CEO Carm Basile talking about a new Purple Line station. (Erica Bouska – MediaNews Group)