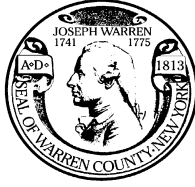


WARREN COUNTY DEPARTMENT OF PUBLIC WORKS

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DIVISIONS

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Sewer Administration
Parks & Recreation
Recycling
Highway & Traffic
Engineering
Buildings & Grounds

October 7, 2025

Mr. Aaron Frankenfled
Director
Adirondack/Glens Falls Transportation Council
11 South Street Suite 203
Glens Falls, NY 12801

RE: A/GFTC TIP No. WAR 201 Amendment Request
PIN 1762.20 – Call Street (CR 32) and Corinth Road (CR 28) Rehabilitation Project
Towns of Lake Luzerne & Queensbury, Warren County, New York

Dear Mr. Frankenfled:

The Warren County Department of Public Works (DPW) in association with Greenman Pedersen, Inc, are progressing the preliminary design for the subject project. The draft design approval document is scheduled to be submitted to NYSDOT for review and comment in December 2025 in pursuit of a construction contract letting in the spring of 2026. This project was originally budgeted in January 2022 as rehabilitation with the primary focus of restoring the pavement surface to state of good condition. After detailed assessments of the existing pavement, roadside design, culverts and drainage systems, there is a significant shortfall in the funding necessary for the construction phase of the project. This funding deficit is exacerbated by the overall increases in the cost of materials and labor realized in the construction industry since the development of the budget in 2022. The following is a summary of major contributing factors to the increased construction costs.

- **Pavement Rehabilitation**
The original scope included cold milling with multi-course overlays or cold-in-place recycling. Based on the actual road surface conditions, the project proposes full depth reclamation with isolated areas of “box out” reconstruction. The reclamation process recycles the existing top and binder courses into a new asphalt stabilized base course upon which new binder and top course asphalt are placed. The total estimated cost for this process is approximately \$1.4 million.
- **Roadside Design**
There are several areas within the project limits that need rock removal to eliminate bedrock outcroppings that encroach on the roadway clear zone. Additionally, over 12,000 linear feet of guide rail needs have been identified for either new or replacement rail installations. The approximate costs for these items total \$1.2 million.
- **Culverts & Drainage**
When the original project budget was developed, it was assumed the majority of the existing cross culverts under CR 32 were in fair condition. Engineering evaluations have determined that

most of these culverts need of some level of rehabilitation if not outright replacement. The project proposes 1,200 linear feet of cured in place pipe linings to address many of the existing crossing culverts that are under deep cover. The remaining culverts will be replaced with open trench excavation. In depth investigations completed by County forces revealed a significant closed drainage system within the CR 28 portion of project that is in poor condition and contributing to premature deterioration of the pavement. The project proposes to remove and replace these structures and conveyance pipes. The total estimated cost for this work is \$1.5 million.

- **Embankment Stabilization**

There is a 0.6-mile segment of CR 32 east of Hartman Loop that is referred to locally as “Hartman Hill”. This section of the road has a steep grade (10%) and is subject to constant erosion of the existing roadside gutter, shoulder and embankment. A variety of treatment options were evaluated during preliminary engineering to identify a long-term solution that minimizes future maintenance. The project proposes to build a geosynthetic reinforced shoulder through the segment to stabilize the shoulder and embankment, allow sheet flow drainage to infiltrate, and mitigate future erosion. The cost of this work is estimated to be \$0.8 million.

In addition to the items discussed above, the incidental items, work zone traffic control, field change payment and overall contingency based on the stage of design, result in a significant cost overrun when compared to the current TIP listing for the construction phase of the project. Pursuant to this, we respectfully request an amendment to the A/GFTC 2025-2030 Transportation Improvement Program (TIP). The purpose of this amendment is to address the current funding shortfall for the construction phase of the project. The following table shows the total estimates costs and project listing in the TIP.

Phase	Existing TIP Funding (Million)	Requested TIP Funding (Million)	Additional Funding Requested
Construction	\$6.241	\$15.000	\$8.759
Construction Inspection	\$0.521	\$1.050	\$0.529
Total	\$6.762	\$16.050	\$9.288

Thank you in advance for your consideration and assistance to process this request and advance the project. Please feel free to contact myself or Ed Doughney with any questions or if you need additional information.

Sincerely,



Maiken Holmes
Engineer II