

PROJECT NAME	APPLICANT	DESCRIPTION	PROJECT AMOUNT (\$)	TIMELINE
Clinton Street Bridge Replacement and Resiliency		This project addresses the Clinton Street Bridge over the Sauquoit Creek, which acts as a choke point and results in the creek flowing outside its banks into streets and homes. The older bridge also is a safety concern with nonstandard driving lanes and sidewalks, lack of deep foundations, and structural concerns due to the the velocity of water causing additional erosion from flooding events	It is estimated that the cost of replacements along with design and construction inspection would be \$15M in accordance with the requirements of the NYSDOT LPM.	Short- and long term
Cosby Manor Road over Bulldog Creek Large Culvert to Bridge Replacement	Herkimer County	This project would require the replacement of a large culvert consisting of a concrete core that has been extended on both ends with corrugated multi-pate pipe ends. The age of the structure is unknown but is estimated to be 75 years. Due to the NYSDEC 25% increase, the replacement structure would most likely exceed twenty feet making it a bridge by NYSDOT standards. Safety and vertical alignment improvements would also be incorporated into the replacement structure.	It is estimated that the cost of replacements along with design and construction inspection would be \$1.75M in accordance with the requirements of the NYSDOT LPM.	Short Term
Dyke Road and NYS Route 5 Intersection, Town of Schuyler, Empire State Trail Parking Area	Herkimer County	Replace the traffic signal at NY 5 & Dyke/Newport Roads with either a roundabout or a new traffic signal. Under the traffic signal option, eastbound and westbound left turn lanes would be added, and the signal would have mast arms, non-intrusive vehicle detection, and pedestrian accommodations. The project would also widen NY 5 east of the intersection to create a shared center turning lane and install bike lanes on NY 5. This project will enhance safety, improve accessibility, promote Active Transportation, adjust for heavy vehicle movement, support economic vitality, and reduce travel time.	The total estimated cost for this project is \$12M, with \$8.4M in construction costs.	Long Term
Electric Vehicle Charging Infrastructure Upgrades		The Electric Vehicle Charging Infrastructure project to expand the network of electric vehicle (EV) charging stations throughout the HOCTC region.	It is estimated that the cost would be \$1.1M	Continuous (short and long term)
Exit 31 Planning and Environment Linkages (PEL) Study PIN: 204711	HOCTC, NYSDOT	Reconfiguration of the NYS Thruway Exit 31 interchange to include high speed interstate to interstate connections in the City of Utica, Oneida County.	It is estimated that the project cost would be approximately \$200M to complete.	Continuous (short- and long term)
Kellogg Road, Town of New Hartford, Oneida County	Oneida County, Town of New Hartford	This project will implement the recommendations of the Kellogg Road Study (2024). Through the study process, HOCTC identified problems and opportunities with the existing road, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning Kellogg Road into a space that provides safe travel, connectivity, and accessibility for everyone utilizing complete street design concepts.	It is estimated that the cost would be \$12.2M	Short and Long Term
Kirkland Trails Completion of Phase II & Phase III	Town of Kirkland, Kirkland Trails	Continue constructing an 8-mile trail within the Town of Kirkland to New Hartford following the Chenango Canal corridor on the adjacent abandoned O&W railroad line to Utica and with a second 4- mile trail from the Village of Clinton to Clark Mills following the Rome O&W. The goal is to become part of a continuous Chenango Canal Trail from Binghamton, NY to both Utica and Rome and to the Erie Canalway Trail.	It is estimated that the cost would be \$4M	Long term

Mohawk River Trail Phase 4 & 5		This project will continue the Mohawk River Trail from its funded (2022 Transportation Alternative Program award) terminus at the Golf Course Rd at Delta Dam to connect to Delta Lake State Park and Woods Valley Ski Area, extending the new terminus to the hamlet of Westernville. This project will transition from the City of Rome to Town of Western municipal jurisdiction and encompasses challenging planning and engineering constraints due to topographic conditions, right-of-way, traffic volumes, and existing land uses.	It is estimated that the cost would be \$15M	Short and Long term
Oneida Street bridge in the Village of Clayville	Town of Paris	This project would require the replacement of the Oneida St. bridge, consisting of primarily concrete, that crosses Sauquoit Creek, which was built in 1929. The underside of the concrete slab has multiple spalls and cracks.	It is estimated that the total project cost would be \$2.512M	Short Term
Rayhill Trail Extension in Oneida County	Oneida County	The project will extend the existing Philip A Rayhill Memorial Trail from its current terminus along Judd Rd (CR 40), north to the intersection of Westmoreland Rd (CR 27) for approximately 1 mile. This extension will consist of constructing a 10' wide asphalt multi-use trail	It is estimated that the cost would be \$3M	Short Term
Roadway Safety Improvement Projects	Counties, Cities, Towns, Villages that have ownership and maintenance responsibility over the network	The Herkimer and Oneida Counties Safety Action Plan Implementation project aims to improve safety across the two- county region by implementing the recommendations outlined in the Safety Action Plan. This project will focus on specific safety improvement initiatives, such as upgrading intersections, improving pedestrian and bicyclist infrastructure, and implementing traffic calming measures.	It is estimated that the cost would be \$8 million (\$4 million per county)	Continuous (short- and long-term)
W. Chestnut Street, City of Rome, Oneida County	City of Rome	This project will implement the recommendations of the W. Chestnut Street Study (2024). Through the study process, HOCTC identified problems and opportunities with the existing street, considered possible solutions that would fit within the current right-of-way, and developed a recommendation for transitioning W Chestnut St into a space that provides safe travel, connectivity, and accessibility for everyone utilizing complete street design concepts.	It is estimated that the cost would be \$17M	Short and Long Term
White Creek Road over White Creek Bridge Replacement	Herkimer County	This project would involve the replacement of White Creek Road bridge. The frequent flooding events in the area of the bridge has led to scour along the stream banks and at the wingwalls of the substructure. The existing roadway alignment is not in conformance with current design standards, and a replacement structure could allow for improvements in this regard.	It is estimated that the cost of replacements along with the design and construction inspection would be \$2.5M in accordance with the requirements of the NYSDOT LPM.	Short Term