

## #41, RTE 50/67 SIDEWALK PROJECT: TOWN OF BALLSTON

<p><b>LOCATION:</b> Thomas Ave to the Adirondack Trust Bank</p> <p><b>DESCRIPTION:</b> Construction of 1,350 ft of sidewalk on the west side of Rt 50/67, crosswalks, curb ramps, utility pole relocation and retaining wall</p> <p><b>CATEGORY:</b> Bike/Ped</p> <p><b>COST:</b> \$0.35 M      <b>LIFE:</b> 30 Years</p> <p><b>SPONSOR:</b> Town of Ballston</p> <p><b>CURRENT CONDITION:</b> 5, no sidewalks</p> <p><b>FUNCTIONAL CLASS:</b> Principal Urban Arterial, NHS</p> <p><b>AADT:</b> 14,900</p> <p><b>ON PRIORITY NETWORK(S):</b> Bike/Ped, Access Management, Transit, Frieght</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;"><b>WEIGHTED SCORE*</b></td> <td style="text-align: right; border-bottom: 1px solid black;"><b>9</b></td> </tr> <tr> <td>MARKET POTENTIAL</td> <td style="text-align: right;">C</td> </tr> <tr> <td>COST EFFECTIVENESS</td> <td style="text-align: right;">B</td> </tr> <tr> <td>SAFETY</td> <td style="text-align: right;">B</td> </tr> <tr> <td style="border-top: 1px solid black;">ANNUALIZED COST (\$k/yr)</td> <td style="text-align: right; border-top: 1px solid black;">\$25</td> </tr> </table> <p style="font-size: small; margin-top: 5px;">*All benefits were translated to a qualitative rating of A, B, or C with A being high and C being low. Weighted score points were assigned as follows: A+=7, A=6, A-=5, B+=4, B=3, B-=2, C+=1, C=0. Market potential and Safety are worth 2X Cost effectiveness.</p>	<b>WEIGHTED SCORE*</b>	<b>9</b>	MARKET POTENTIAL	C	COST EFFECTIVENESS	B	SAFETY	B	ANNUALIZED COST (\$k/yr)	\$25
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**CONGESTION RELIEF:** No measurable reduction in excess delay. VMT reduced by 5,070.

**AIR QUALITY BENEFIT:** Volatile organic compounds reduced by 2 KG/year and NOx reduced by 3 KG/year.

**ENVIRONMENTAL MITIGATION:** Within 0.25 miles of an aquifer and Class 1 & 2 Soils

**REGIONAL SYSTEM LINKAGE:** Would provide a non-motorized transportation option on a National Highway System road and a major transit route in Saratoga County.

**LAND USE COMPATIBILITY (PLANNED OR EXISTING):** Identified as a need during the development of the Saratoga County bike/ped priority network for New Visions.

**CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:** Would provide a non-motorized transportation option in a highly commercial area with access to residential areas.

**ENVIRONMENTAL JUSTICE:** N/A

**BUSINESS OR HOUSING DISLOCATIONS:** None. Less than 0.15 acres of ROW will be needed.

<p><b>FACILITATES:</b></p> <p><b>BICYCLING</b> – Not directly</p> <p><b>WALKING</b> – Y: new sidewalks, ADA</p>	<p><b>TRANSIT USE</b> – Y: ped improvements</p> <p><b>GOODS MOVEMENT</b> – N/A</p> <p><b>INTERMODAL TRANSFERS</b> – Y: Transit/Ped</p>
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**SPONSOR PRIORITY:** Medium (2 of 2)

**SCREENING ISSUES:** None

**OTHER CONSIDERATIONS:** NYSDOT owns and maintains NY 50/67.