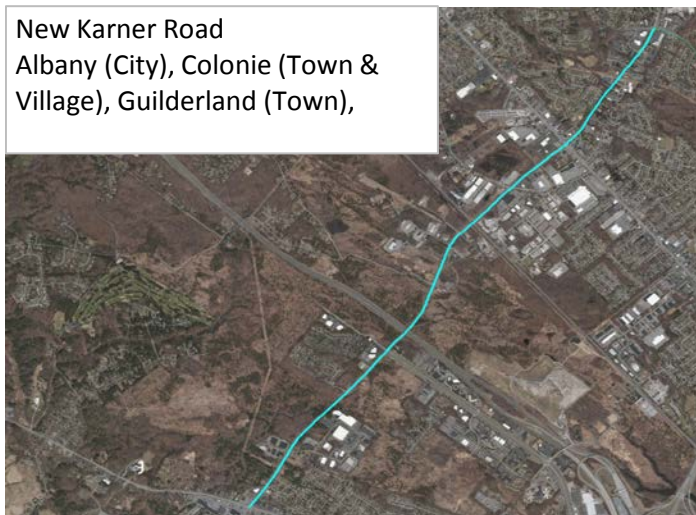


#1 (A295) NY 155/CR 157 New Karner Road Corridor Rehabilitation



Total Score = A+B (100 Points Max)	51.9
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A. Benefit/Cost Ratio Total (50 point cap)	25.4
Benefit/Cost Ratio Subtotal	25.4
Total Benefits (\$1,000/Year)	12,249.0
Facility Life	11,994.3
Mobility	0.0
Safety	222.6
User Cost	32.1
Annualized Cost (\$1,000/Year)	481.4

B. Merit Category Score (Scaled to 50 Points)	26.4
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CDTC Project Category: Pavement Reconstruction
Project Limits: New Karner Road from US 20 (Western Avenue) to Watervliet Shaker Road
Sponsor: Albany County

Sponsor Priority: 1 in Pavement Category

Total Cost: \$5.521 M (includes match and inflation)

Detailed Description: Rehabilitate pavement with cement-modified cold-in-place recycling and a hot-mix or warm-mix asphalt overlay. Two small areas of boxout widening on the south approach to East Old State Road and on the southwest corner of NY 5. Safety improvements will be included at the signalized intersections: 1) convert five-section “doghouse” left turn heads to flashing yellow arrow signals, 2) add reflectorized signal backplates, and 3) signal timing updates. Replace traffic signs and markings, and upgrade guiderail end sections to current standards. Complete street components include ADA compliant curb ramps, new high-visibility crosswalks and ADA compliant pedestrian countdown timers at Corporate Circle, East Old State Road and Albany Street. Leading pedestrian indications will be included. Sidewalk to be added from Pine Knob Drive to Corporate Circle (0.3 miles) and from NY 5 to Albany Street (0.4 miles).

Roadway Functional Classification: New Karner Road is a National Highway System Facility and is classified as an Urban Principal Arterial Other.

Federal Fund Source Eligibility: National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program (potential for partial funding)

Transportation Considerations:

- Walking:** Connects two Tier 1 pedestrian districts through a Tier 2 district; 3,400 feet of new sidewalk; high-visibility crosswalks with Leading Pedestrian Interval signals.
- Biking:** On CDTC bicycle priority network; Preserves existing shoulder width for bicycle use but no explicit improvement for bicycles.
- Transit:** Connects to transit priority network, includes transit component.
- Motor Vehicles/Freight:** Project is located on a NYSDOT designated Qualifying and/or Access Highway, and a portion of the project is a designated over-dimension route. Project enhances access to several key freight generators (UPS Freight, Karner Park, Charles Park).

Other Considerations: Related to Post 2021 TIP Project A295, PIN 1753.60. Environmental Justice areas on both ends of the project. 2013-2018: 10 Total Serious Injuries, 0 Fatalities, 2 Bike/Pedestrian Serious Injuries.

Advisory Committee Comments: Freight - Consider providing adequate separation between the travel lanes and the proposed bicycle and/or pedestrian accommodations, as this route has a high volume of trucks, and is a designated over-dimension route. Complete Streets - sponsor should consider pedestrian accommodations from NY 5/Central Ave to Watervliet Shaker Rd, and “Share the Road” signs.

Existing Pavement Rating: 7

Average Daily Traffic Volume: 19,669

Repair Type: Cement Modified cold in place recycling with hot or warm mix asphalt overlay

Proposed Project Design Life: 20 years

MERIT CATEGORIES		NUMERIC VALUES		SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)				
Land Use Compatability	SCORE	-1 to +3		3
Smart Growth	SCORE	-1 to +3		2
Environmental Justice	SCORE	-1 to +2		1
Accessibility / ADA / Universal Design/Human Services Transport	SCORE	-1 to +2		1
	SUBTOTAL	-4 to +10		7
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)				
Preservation/Renewal of Existing	SCORE	-2 to +5		5
Complete Streets	SCORE	-2 to +5		3
	SUBTOTAL	-4 to +10		8
MULTI-MODALISM (10 POINTS POSSIBLE)				
Transit	SCORE	-2 to +5		3
Pedestrian	SCORE	-1 to +3		3
Bicycle	SCORE	-1 to +2		0
	SUBTOTAL	-4 to +10		6
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)				
Sensitive Area Protection/Mitigation	SCORE	-1 to +2		0
Greenhouse Gas Emissions Reduction	SCORE	-1 to +2		1
Alternative Fuels Support	SCORE	-1 to +2		0
Other Environmental/Health Benefit	SCORE	-1 to +2		1
	SUBTOTAL	-4 to +8		2
REGIONAL BENEFIT (5 POINTS POSSIBLE)				
Benefit beyond project to transportation system or quality region	SCORE	-2 to +5		3
	SUBTOTAL	-2 to +5		3
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)				
Economic Impact	SCORE	-2 to +5		3
	SUBTOTAL	-2 to +5		3
SAFETY & SECURITY (5 POINTS POSSIBLE)				
Additional Safety Benefit Beyond Crash History	SCORE	-1 to +3		3
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1 to +2		0
	SUBTOTAL	-2 to +5		3
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)				
Traffic Operations & Reliability Improvements	SCORE	-1 to +3		0
Use of Beneficial Advanced Technologies	SCORE	-1 to +2		0
	SUBTOTAL	-2 to +5		0
FREIGHT (5 POINTS POSSIBLE)				
Freight and Goods Movement	SCORE	-2 to +5		2
	SUBTOTAL	-2 to +5		2
PERFORMANCE (3 POINTS POSSIBLE)				
Anticipated Effect on all Performance Targets	SCORE	-1 to +3		2
	SUBTOTAL	-1 to +3		2
INNOVATION (2 POINTS POSSIBLE)				
Innovative Solutions	SCORE	0 to +2		0
	SUBTOTAL	0 to +2		0
PROJECT DELIVERY (2 POINTS POSSIBLE)				
On Schedule/On Budget	SCORE	-2 to +2		1
	SUBTOTAL	-2 to +2		1
PROJECT MERIT CATEGORY SUB TOTAL				
Total from Line Items Above	SUBTOTAL	-29 to +70		37
Scaled to 50 points				26.4