

**#91: NY 67 and Eastline Road Intersection Improvements**

NY 67 at Eastline Road, Towns of Ballston and Malta, Saratoga County



CDTC Project Category: Intersection

<b>Total Score = A+B (100 Points Max)</b>	<b>15.9</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>2.4</b>
Benefit/Cost Ratio Subtotal	2.4
Total Benefits (\$1,000/Year)	677.4
Facility Life	0.0
Mobility	657.0
Safety	20.4
User Cost	0.0
Annualized Cost (\$1,000/Year)	286.6

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>13.6</b>
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**Sponsor:** Towns of Malta and Ballston (Joint Application)

**Existing Pavement Rating:** Ranges from 6 to 7

**Sponsor Priority:** 1

**Repair Type:** Likely roundabout

**Total Cost:** \$3.944 M (includes match and inflation)

**Traffic Volume:** N/A

**Detailed Description:** Construct of roundabout or new traffic signal w/turn lanes. Project to be evaluated as a roundabout. ADA compliant curb ramps and share the road signs.

**Roadway Functional Classification:** NY 67 is a National Highway System facility and is classified as an Urban Principal Arterial Other. Eastline Road is classified as an Urban Minor Collector.

**Federal Fund Source Eligibility:** National Highway Preservation Program, Surface Transportation Program

**Transportation Considerations:**

**Walking:** Not in Pedestrian District but improves pedestrian accessibility and safety with construction of new sidewalks, ADA ramps and pedestrian signals; will connect to Zim Smith Trail.

**Biking:** Connects to bicycle network (Zim Smith Trail), no significant improvements for bicyclists.

**Transit:** Does not add, upgrade, or remove transit components.

**Motor Vehicles/Freight:** Project is located on a NYSDOT designated Qualifying and/or Access Highway and the CDTC Freight Priority Network (NY 67). Project should provide a safety and reliability benefit. The roundabout needs to be designed with consideration for large truck movements.

**Other Considerations:** Joint application between Malta & Ballston w/ concurrence from Saratoga County, unfunded PJP for 2016-2021 TIP. Project could also be evaluated as an intersection/signal replacement project. Overlaps with Proposed Project # 40 Route 67 Corridor Improvements. NYSDOT concurrence received by CDTC. 2013-2018: 0 Fatalities, 3 Serious Injuries.

**Advisory Committee Comments:** Regional Operations and Safety - Traffic congestion at this intersection is primarily a peak commuter period issue. Turning lanes are already in place on Rt. 67. Any roundabout should be evaluated with traffic simulation modeling to ensure overall east - west traffic flow will improve. Any roundabout design should incorporate severe chicane roadway design approaches on Rt. 67 to ensure slowing of eastbound and westbound traffic to enable gaps for Eastline Road N-S entry into the roundabout.

**Freight -** Consider the movements of freight vehicles during the design phase of the intersection, particularly a roundabout option.

MERIT CATEGORIES		NUMERIC VALUES	SCORE
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>			
Land Use Compatability	SCORE	-1 to +3	2
Smart Growth	SCORE	-1 to +3	-1
Environmental Justice	SCORE	-1 to +2	-1
Accessibility / ADA / Universal Design/Human Services Transport	SCORE	-1 to +2	1
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>1</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>			
Preservation/Renewal of Existing	SCORE	-2 to +5	2
Complete Streets	SCORE	-2 to +5	0
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>2</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>			
Transit	SCORE	-2 to +5	0
Pedestrian	SCORE	-1 to +3	1
Bicycle	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>1</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>			
Sensitive Area Protection/Mitigation	SCORE	-1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE	-1 to +2	0
Alternative Fuels Support	SCORE	-1 to +2	0
Other Environmental/Health Benefit	SCORE	-1 to +2	1
	<b>SUBTOTAL</b>	<b>-4 to +8</b>	<b>1</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>			
Benefit beyond project to transportation system or quality region	SCORE	-2 to +5	1
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>1</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>			
Economic Impact	SCORE	-2 to +5	3
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>3</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>			
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
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>3</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>			
Traffic Operations & Reliability Improvements	SCORE	-1 to +3	3
Use of Beneficial Advanced Technologies	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>3</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>			
Freight and Goods Movement	SCORE	-2 to +5	1
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>1</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>			
Anticipated Effect on all Performance Targets	SCORE	-1 to +3	2
	<b>SUBTOTAL</b>	<b>-1 to +3</b>	<b>2</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>			
Innovative Solutions	SCORE	0 to +2	0
	<b>SUBTOTAL</b>	<b>0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>			
On Schedule/On Budget	SCORE	-2 to +2	1
	<b>SUBTOTAL</b>	<b>-2 to +2</b>	<b>1</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>			
Total from Line Items Above	<b>SUBTOTAL</b>	<b>-29 to +70</b>	<b>19</b>
Scaled to 50 points			<b>13.6</b>

**#92: Antioch Road Bridge over Alder Creek Replacement**

Antioch Road over Alder Creek  
Town of Providence, Saratoga County



<b>Total Score = A+B (100 Points Max)</b>	<b>16.6</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>14.4</b>
Benefit/Cost Ratio Subtotal	14.4
Total Benefits (\$1,000/Year)	1,449.7
Facility Life	1,449.7
Mobility	0.0
Safety	0.0
User Cost	0.0
Annualized Cost (\$1,000/Year)	100.4

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>2.1</b>
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**CDTC Project Category:** Low Volume - Bridge Replacement

**Sponsor:** Town of Providence

**Sponsor Priority:** 1

**Total Cost:** \$1.653 M (includes match and inflation)

**Bridge BIN:** 2260000

**CDTC Calculated Existing Bridge Rating:** 4.3

**Bridge Condition:** Structurally Deficient

**Proposed Bridge Design Life:** 75 years

**Detailed Description:** Bridge replacement

**Roadway Functional Classification:** Antioch Road is not a National Highway System facility and is classified as Rural Local.

**Federal Fund Source Eligibility:** Surface Transportation Program - Off System Bridge

**Transportation Considerations:**

**Walking:** Project is not in a CDTC Pedestrian District and makes no commitment to pedestrian facilities.

**Biking:** Project is not on the CDTC Bicycle network and makes no commitment to bike facilities.

**Transit:** Does not add, upgrade, or remove transit components.

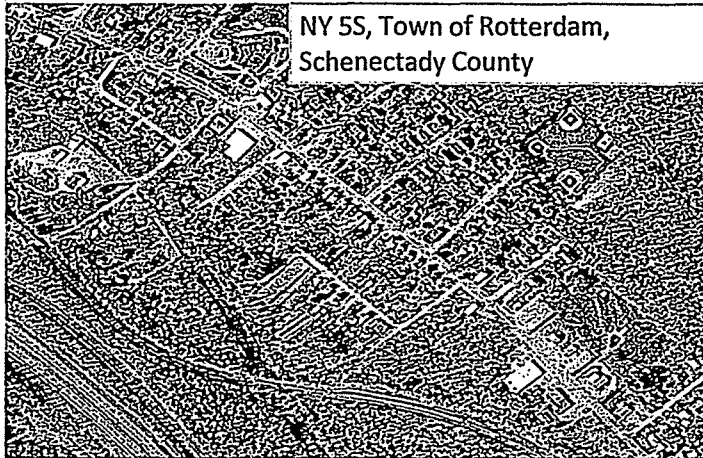
**Motor Vehicles/Freight:** Roadway traffic volume averages 490 vehicles per day. Project has neutral affect (no known impact, positive or negative) on freight and/or goods movement.

**Other Considerations:** Identified in CDTC Local Bridge study for Replacement. Sponsor has no recent experience with federal aid projects.

**Advisory Committee Comments:** None noted.

<b>MERIT CATEGORIES</b>	<b>NUMERIC VALUES</b>	<b>SCORE</b>
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>		
Land Use Compatability	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	<b>SUBTOTAL -4 to +10</b>	<b>0</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>		
Preservation/Renewal of Existing	SCORE -2 to +5	1
Complete Streets	SCORE -2 to +5	0
	<b>SUBTOTAL -4 to +10</b>	<b>1</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	<b>SUBTOTAL -4 to +10</b>	<b>0</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>		
Sensitive Area Protection/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Environmental/Health Benefit	SCORE -1 to +2	0
	<b>SUBTOTAL -4 to +8</b>	<b>0</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>		
Economic Impact	SCORE -2 to +5	2
	<b>SUBTOTAL -2 to +5</b>	<b>2</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>		
Additional Safety Benefit Beyond Crash History	SCORE -1 to +3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficial Advanced Technologies	SCORE -1 to +2	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>		
Freight and Goods Movement	SCORE -2 to +5	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	0
	<b>SUBTOTAL -1 to +3</b>	<b>0</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>		
Innovative Solutions	SCORE 0 to +2	0
	<b>SUBTOTAL 0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>		
On Schedule/On Budget	SCORE -2 to +2	0
	<b>SUBTOTAL -2 to +2</b>	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>		
Total from Line Items Above	<b>SUBTOTAL -29 to +70</b>	<b>3</b>
Scaled to 50 points		<b>2.1</b>

**#93: Town of Rotterdam NY Route 5S Pedestrian & Bicycle Access Improvements**



NY 5S, Town of Rotterdam,  
Schenectady County

<b>Total Score = Weighted Score + Merit Category Score (100 Points Max)</b>	<b>28.4</b>
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<b>Weighted Score</b>	<b>12</b>
Cost Effectiveness	C
Market Potential	B
Safety	B

<b>Merit Category Score (Scaled to 50 Points)</b>	<b>16.4</b>
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*\*All benefits were translated to a qualitative rating from A+ to C. 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.*

**2018 TAP/CMAQ Candidate:** Yes  
**CDTC Project Category:** Bicycle/Pedestrian

**Sponsor:** Town of Rotterdam  
**Sponsor Priority:** Not Indicated  
**Total Cost (Matched and Inflated):** \$2.867 M  
**Annualized Cost (\$1,000/Year):** \$208.3

**General Project Limits:** NY 5S/Main St from NY 103/Bridge St to Parkis St and on Iroquois St NY 5S to the Erie Canalway Trail.  
**Facility Owner:** NYSDOT/Town of Rotterdam  
**Design Life of Proposed Project (Years):** 30

**Detailed Description:** Pedestrian and bicycle access improvements along NYS Route 5S/Main St. from NYS Route 103/Bridge St. to Parkis St., and on Iroquois St., including ADA compliant concrete sidewalk, paved colored bike lanes, high-visibility crosswalks, ped-safety signs, sharrows connecting to the Erie Canalway Trail (Future Empire State Trail), interpretive signage, and landscaping.

**Roadway Functional Classification:** NY Route 5S is classified as an Urban Minor Arterial; Iroquois St is classified as Urban Local.

**Federal Fund Source Eligibility:** Surface Transportation Program

**Transportation Considerations:**

**Walking and Biking:** NYSDOT concurrence needed. Outside of Pedestrian Districts, but significantly improves pedestrian accessibility & safety with improved sidewalks, ADA ramps and signage. Project connects to the Mohawk Hudson Bike Hike Trail (a proposed Empire State Trail connection). Project is on the Bicycle network and significantly improves bicycle infrastructure by installing colored, bike lanes & continuing connection to trail with sharrows.

**Transit:** No transit route is present. The project adds a transit component.

**Motor Vehicles/Freight:** Not the primary project purpose.

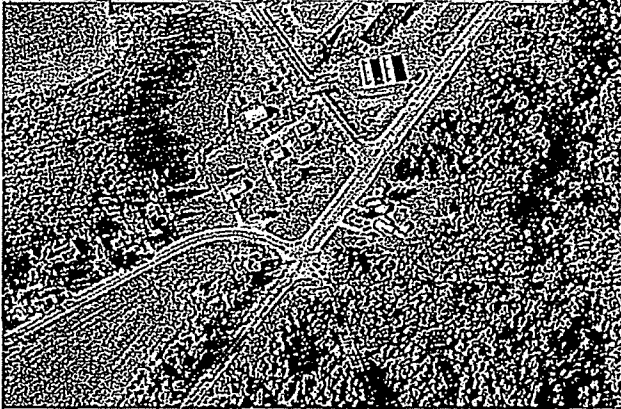
**Other Considerations:** NYSDOT concurrence needed. Project is not in an Environmental Justice area.

**Advisory Committee Comments:** Bicycle/Pedestrian - For Empire Trail, desire for as much off-road as possible. Hamlet, services, amenities would be linked and Route 5S is highly ridden by cyclists currently.

<b>MERIT CATEGORIES</b>	<b>NUMERIC VALUES</b>	<b>SCORE</b>
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>		
Land Use Compatability	SCORE -1 to +3	2
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
	<b>SUBTOTAL -4 to +10</b>	<b>4</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	3
	<b>SUBTOTAL -4 to +10</b>	<b>3</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>		
Transit	SCORE -2 to +5	1
Pedestrian	SCORE -1 to +3	1
Bicycle	SCORE -1 to +2	2
	<b>SUBTOTAL -4 to +10</b>	<b>4</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>		
Sensitive Area Protection/Mitigation	SCORE -1 to +2	1
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
	<b>SUBTOTAL -4 to +8</b>	<b>3</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	2
	<b>SUBTOTAL -2 to +5</b>	<b>2</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>		
Economic Impact	SCORE -2 to +5	3
	<b>SUBTOTAL -2 to +5</b>	<b>3</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>		
Additional Safety Benefit Beyond Crash History	SCORE -1 to +3	2
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
	<b>SUBTOTAL -2 to +5</b>	<b>2</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficial Advanced Technologies	SCORE -1 to +2	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>		
Freight and Goods Movement	SCORE -2 to +5	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	2
	<b>SUBTOTAL -1 to +3</b>	<b>2</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>		
Innovative Solutions	SCORE 0 to +2	0
	<b>SUBTOTAL 0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>		
On Schedule/On Budget	SCORE -2 to +2	0
	<b>SUBTOTAL -2 to +2</b>	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>		
Total from Line Items Above	<b>SUBTOTAL -29 to +70</b>	<b>23</b>
Scaled to 50 points		<b>16.4</b>

#94: NY 50 Safety Improvements

NY 50 from Jones Road to Old Gick Road, Town of Wilton, Saratoga County



CDTC Project Category: Intersection

Sponsor: Town of Wilton  
 Sponsor Priority: 1  
 Total Cost: \$5.313 M (includes match and inflation)

<b>Total Score = A+B (100 Points Max)</b>	<b>10.5</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>1.9</b>
Benefit/Cost Ratio Subtotal	1.9
Total Benefits (\$1,000/Year)	731.8
Facility Life	0.0
Mobility	592.0
Safety	139.8
User Cost	0.0
Annualized Cost (\$1,000/Year)	386.0

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>8.6</b>
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Existing Pavement Rating: N/A  
 Repair Type: Pair of roundabouts  
 Average Daily Traffic Volume: 12,597

**Detailed Description:** Construction of a pair of roundabouts at the Old Gick Road/Ingersoll Road and Jones Road intersections with NY 50. In addition to the two roundabouts, a second northbound travel lane will be constructed between the two closely spaced intersections. Standard safety features like high visibility crosswalks, medians, sidewalks and/or shoulders will be implemented with construction of the roundabouts.

**Roadway Functional Classification:** NY 50 is not a National Highway System facility but is classified as an Urban Minor Arterial

**Federal Fund Source Eligibility:** Surface Transportation Program, Highway Safety Improvement Program (possibly)

**Transportation Considerations:**

**Walking:** Outside Ped District, no commitment to specific ped improvements (will consider "standard pedestrian accommodations").

**Biking:** Not on network, no bicycle accommodations.

**Transit:** Does not add, upgrade, or remove transit components.

**Motor Vehicles/Freight:** Project has neutral affect (no known impact, positive or negative) on freight and/or goods movement..

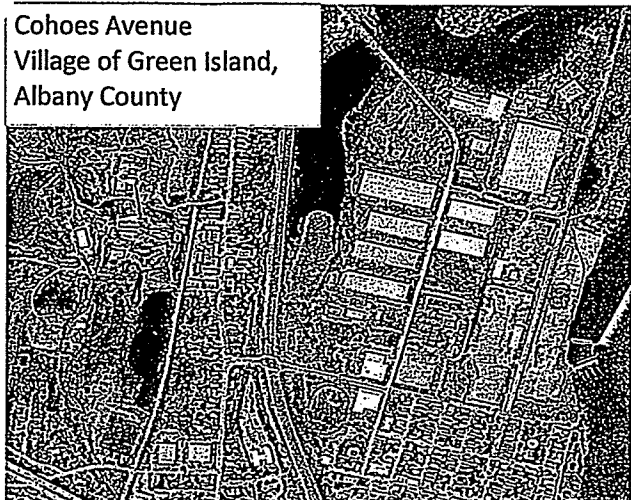
**Other Considerations:** NYS DOT Concurrence Required. Current CDTC/CDPRC Technical Assistance Program project. 2013-2018: 0 Fatalities, 4 Serious Injuries.

**Advisory Committee Comments:** Freight - Consider the movements of freight vehicles during the design phase of the roundabouts.

<b>MERIT CATEGORIES</b>	<b>NUMERIC VALUES</b>	<b>SCORE</b>
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>		
Land Use Compatability	SCORE -1 to +3	2
Smart Growth	SCORE -1 to +3	-1
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	<b>SUBTOTAL -4 to +10</b>	<b>1</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	0
	<b>SUBTOTAL -4 to +10</b>	<b>0</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	<b>SUBTOTAL -4 to +10</b>	<b>0</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>		
Sensitive Area Protection/Mitigation	SCORE -1 to +2	1
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Environmental/Health Benefit	SCORE -1 to +2	0
	<b>SUBTOTAL -4 to +8</b>	<b>1</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>		
Economic Impact	SCORE -2 to +5	2
	<b>SUBTOTAL -2 to +5</b>	<b>2</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>		
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
	<b>SUBTOTAL -2 to +5</b>	<b>3</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	3
Use of Beneficial Advanced Technologies	SCORE -1 to +2	0
	<b>SUBTOTAL -2 to +5</b>	<b>3</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>		
Freight and Goods Movement	SCORE -2 to +5	0
	<b>SUBTOTAL -2 to +5</b>	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	2
	<b>SUBTOTAL -1 to +3</b>	<b>2</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>		
Innovative Solutions	SCORE 0 to +2	0
	<b>SUBTOTAL 0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>		
On Schedule/On Budget	SCORE -2 to +2	0
	<b>SUBTOTAL -2 to +2</b>	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>		
Total from Line Items Above	<b>SUBTOTAL -29 to +70</b>	<b>12</b>
Scaled to 50 points		<b>8.6</b>



**#95: Cohoes Avenue Transportation Improvement Project**



<b>Total Score = A+B (100 Points Max)</b>	<b>40.7</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>21.4</b>
Benefit/Cost Ratio Subtotal	21.4
Total Benefits (\$1,000/Year)	1,424.4
Facility Life	1,419.8
Mobility	0.0
Safety	3.9
User Cost	0.7
Annualized Cost (\$1,000/Year)	66.5

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>19.3</b>
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**CDTC Project Category:** Low Volume - Pavement Preservation

**Project Limits:** Arch Street to the Cohoes City Line

**Sponsor:** Village of Green Island

**Sponsor Priority:** 1

**Total Cost:** \$1.048 M (includes match and inflation)

**Existing Pavement Rating:** Ranges from 5 to 8

**Average Daily Traffic Volume:** 1,557

**Repair Type:** Mill and Resurface

**Proposed Project Design Life:** 50 years

**Detailed Description:** Mill and fill the existing roadway with new striping to include a properly marked bicycle lane for the Empire State Trail. Also install concrete sidewalks along Cohoes Avenue from Arch Street to Tibbits Avenue and repair all sidewalk ramps to meet ADA compliance standards.

**Roadway Functional Classification:** Cohoes Avenue is not a National Highway System facility and is classified as an Urban Major Collector road.

**Federal Fund Source Eligibility:** Surface Transportation Program

**Transportation Considerations:**

**Walking:** The project is in a CDTC Tier 1 Pedestrian District. It will improve deteriorated sidewalks and install 36 ADA compliant curb ramps. The project will connect to the Mohawk Hudson Bike-Hike Trail (on road portion) and proposed Empire State Trail connections.

**Biking:** This project is on the CDTC Bicycle Network. It will repave and suggests the repaving will include properly marked bicycle lane. The project will connect to the Mohawk Hudson Bike-Hike Trail (on road portion) and proposed Empire State Trail connections.

**Transit:** Not on CDTC Transit Priority Network but a transit route is present; No upgrades are proposed beyond the addition of sidewalk.

**Motor Vehicles/Freight:** Project provides access to the CDTC Freight Priority Network (NY 787/I-787), which are also NYSDOT designated Qualifying and/or Access Highways, for a cluster of industrial land uses.

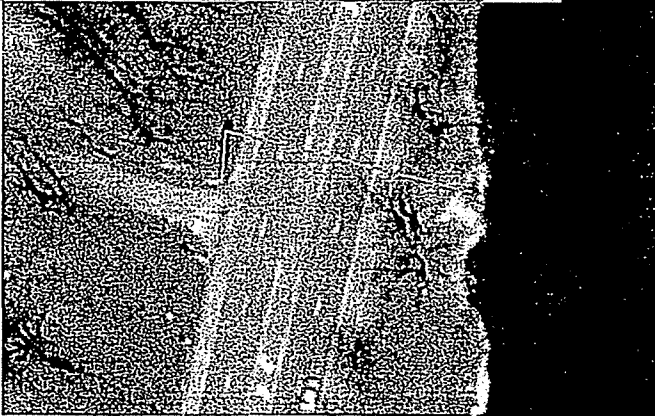
**Other Considerations:** Project is adjacent to an Environmental Justice Area. Implements the Green Island Community Action Plan. Increased footprint due to sidewalk construction. Overlaps Mohawk Hudson trail on-road route and future Empire State Trail on-road route.

**Advisory Committee Comments:** None noted.

<b>MERIT CATEGORIES</b>	<b>NUMERIC VALUES</b>	<b>SCORE</b>
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>		
Land Use Compatability	SCORE -1 to +3	2
Smart Growth	SCORE -1 to +3	2
Environmental Justice	SCORE -1 to +2	2
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	1
	<b>SUBTOTAL</b> -4 to +10	<b>7</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>		
Preservation/Renewal of Existing	SCORE -2 to +5	2
Complete Streets	SCORE -2 to +5	1
	<b>SUBTOTAL</b> -4 to +10	<b>3</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>		
Transit	SCORE -2 to +5	2
Pedestrian	SCORE -1 to +3	3
Bicycle	SCORE -1 to +2	2
	<b>SUBTOTAL</b> -4 to +10	<b>7</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>		
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	0
	<b>SUBTOTAL</b> -4 to +8	<b>1</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	2
	<b>SUBTOTAL</b> -2 to +5	<b>2</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>		
Economic Impact	SCORE -2 to +5	3
	<b>SUBTOTAL</b> -2 to +5	<b>3</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>		
Additional Safety Benefit Beyond Crash History	SCORE -1 to +3	2
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
	<b>SUBTOTAL</b> -2 to +5	<b>2</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficial Advanced Technologies	SCORE -1 to +2	0
	<b>SUBTOTAL</b> -2 to +5	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>		
Freight and Goods Movement	SCORE -2 to +5	1
	<b>SUBTOTAL</b> -2 to +5	<b>1</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	1
	<b>SUBTOTAL</b> -1 to +3	<b>1</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>		
Innovative Solutions	SCORE 0 to +2	0
	<b>SUBTOTAL</b> 0 to +2	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>		
On Schedule/On Budget	SCORE -2 to +2	0
	<b>SUBTOTAL</b> -2 to +2	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>		
Total from Line Items Above	<b>SUBTOTAL</b> -29 to +70	<b>27</b>
Scaled to 50 points		<b>19.3</b>

**#96: US 9 Lakefront Pedestrian/Cyclist Underpass Rehabilitation**

US 9 Underpass at Covel Avenue, Village of Round Lake, Saratoga County



<b>Total Score = A+B (100 Points Max)</b>	<b>6.4</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>0.0</b>
Benefit/Cost Ratio Subtotal	0.0
Total Benefits (\$1,000/Year)	0.0
Facility Life	0.0
Mobility	0.0
Safety	0.0
User Cost	0.0
Annualized Cost (\$1,000/Year)	9.6

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>6.4</b>
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**CDTC Project Category:** Other

**Sponsor:** Village of Round Lake

**Sponsor Priority:** Not Indicated

**Total Cost:** \$0.110 M (includes match and inflation)

**Existing Pavement Rating:** N/A

**Repair Type:** Tunnel rehab for trail

**Average Daily Traffic Volume:** US 9 = 9,973

**Detailed Description:** Rehabilitate an existing underground tunnel that crosses beneath US 9 to Round Lake 100 feet in length with the rehabilitation of a twenty yard ramp and construction of a 40 foot path to connect to the boat launch.

**Roadway Functional Classification:** US 9 is a National Highway System facility and is classified as an Urban Principal Arterial Other.

**Federal Fund Source Eligibility:** National Highway Preservation System, Surface Transportation Program

**Transportation Considerations:**

**Walking:** In CDTC Tier 2 Pedestrian District but no transportation benefit.

**Biking:** On CDTC bicycle network, but no transportation benefit.

**Transit:** No transit route present; adds transit component (pathway)

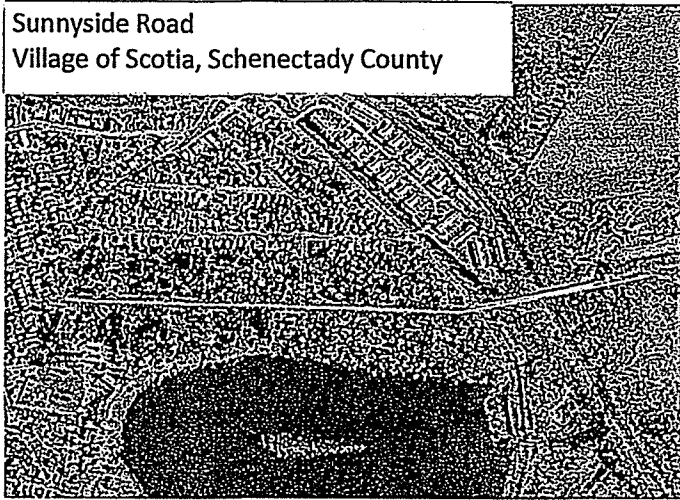
**Motor Vehicles/Freight:** Project has neutral affect (no known impact, positive or negative) on freight and/or goods movement.

**Other Considerations:** Underpass goes beneath a National Highway System roadway to provide direct recreational access via walking/biking to Round Lake, eliminating conflicts between pedestrians and cyclists with US 9 motor vehicles. Project is not in an Environmental Justice area. No mention of ADA requirements.

**Advisory Committee Comments:** None noted.

MERIT CATEGORIES		NUMERIC VALUES	SCORE
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>			
Land Use Compatability	SCORE	-1 to +3	0
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	0
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>1</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>			
Preservation/Renewal of Existing	SCORE	-2 to +5	1
Complete Streets	SCORE	-2 to +5	1
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>2</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>			
Transit	SCORE	-2 to +5	1
Pedestrian	SCORE	-1 to +3	0
Bicycle	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>1</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>			
Sensitive Area Protection/Mitigation	SCORE	-1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE	-1 to +2	0
Alternative Fuels Support	SCORE	-1 to +2	0
Other Environmental/Health Benefit	SCORE	-1 to +2	1
	<b>SUBTOTAL</b>	<b>-4 to +8</b>	<b>1</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>			
Benefit beyond project to transportation system or quality region	SCORE	-2 to +5	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>			
Economic Impact	SCORE	-2 to +5	2
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>2</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>			
Additional Safety Benefit Beyond Crash History	SCORE	-1 to +3	1
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>1</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>			
Traffic Operations & Reliability Improvements	SCORE	-1 to +3	0
Use of Beneficial Advanced Technologies	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>			
Freight and Goods Movement	SCORE	-2 to +5	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>			
Anticipated Effect on all Performance Targets	SCORE	-1 to +3	1
	<b>SUBTOTAL</b>	<b>-1 to +3</b>	<b>1</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>			
Innovative Solutions	SCORE	0 to +2	0
	<b>SUBTOTAL</b>	<b>0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>			
On Schedule/On Budget	SCORE	-2 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +2</b>	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>			
Total from Line Items Above	<b>SUBTOTAL</b>	<b>-29 to +70</b>	<b>9</b>
Scaled to 50 points			<b>6.4</b>

#97: Sunnyside Road



Sunnyside Road  
Village of Scotia, Schenectady County

<b>Total Score = A+B (100 Points Max)</b>	<b>52.9</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>50.0</b>
Benefit/Cost Ratio Subtotal	117.1
Total Benefits (\$1,000/Year)	2,171.8
Facility Life	2,156.9
Mobility	0.0
Safety	3.2
User Cost	11.7
Annualized Cost (\$1,000/Year)	18.5

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>2.9</b>
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**CDTC Project Category:** Pavement Preservation

**Project Limits:** Village line through Washington Avenue intersection to NY 50

**Sponsor:** Village of Scotia

**Sponsor Priority:** 1

**Total Cost:** \$0.292 M (includes match and inflation)

**Existing Pavement Rating:** 6

**Average Daily Traffic Volume:** 6,041

**Repair Type:** Hot in place recycling with thin overlay

**Proposed Project Design Life:** 50 years

**Detailed Description:** Pavement preservation using hot-in-place recycling with thin overlay.

**Roadway Functional Classification:** Sunnyside Road is not a National Highway System facility and is classified as an Urban Major Collector road.

**Federal Fund Source Eligibility:** Surface Transportation Program

**Transportation Considerations:**

**Walking:** The project is in a CDTC Tier 1 Pedestrian District. It does not include pedestrian improvements.

**Biking:** Not on CDTC Bicycle Network. No bicycle infrastructure improvements.

**Transit:** This project connects to the transit priority network but it does not add, upgrade, or remove transit components.

**Motor Vehicles/Freight:** Project has neutral affect (no known impact, positive or negative) on freight and/or goods movement.

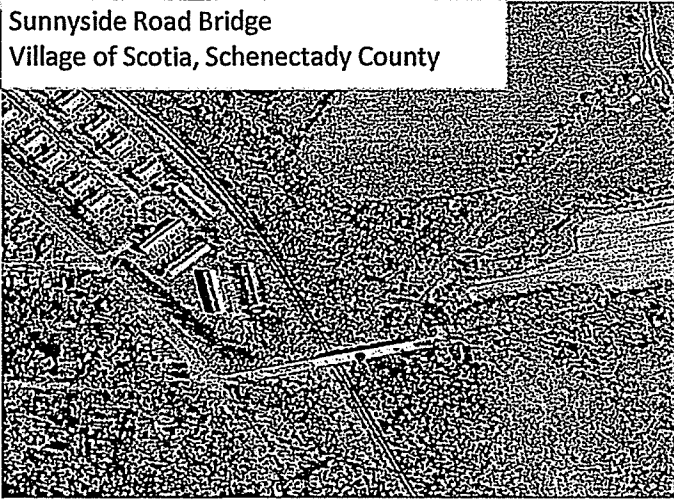
**Other Considerations:** The sidewalks are 25 feet from the road so no ADA upgrades are planned. Connects to a National Highway System route.

**Advisory Committee Comments:** None noted.

<b>MERIT CATEGORIES</b>	<b>NUMERIC VALUES</b>	<b>SCORE</b>
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>		
Land Use Compatability	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	<b>SUBTOTAL</b> -4 to +10	<b>0</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>		
Preservation/Renewal of Existing	SCORE -2 to +5	1
Complete Streets	SCORE -2 to +5	0
	<b>SUBTOTAL</b> -4 to +10	<b>1</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	<b>SUBTOTAL</b> -4 to +10	<b>0</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>		
Sensitive Area Protection/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Environmental/Health Benefit	SCORE -1 to +2	1
	<b>SUBTOTAL</b> -4 to +8	<b>1</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	0
	<b>SUBTOTAL</b> -2 to +5	<b>0</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>		
Economic Impact	SCORE -2 to +5	2
	<b>SUBTOTAL</b> -2 to +5	<b>2</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>		
Additional Safety Benefit Beyond Crash History	SCORE -1 to +3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
	<b>SUBTOTAL</b> -2 to +5	<b>0</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficial Advanced Technologies	SCORE -1 to +2	0
	<b>SUBTOTAL</b> -2 to +5	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>		
Freight and Goods Movement	SCORE -2 to +5	0
	<b>SUBTOTAL</b> -2 to +5	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	0
	<b>SUBTOTAL</b> -1 to +3	<b>0</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>		
Innovative Solutions	SCORE 0 to +2	0
	<b>SUBTOTAL</b> 0 to +2	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>		
On Schedule/On Budget	SCORE -2 to +2	0
	<b>SUBTOTAL</b> -2 to +2	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>		
Total from Line Items Above	<b>SUBTOTAL</b> -29 to +70	<b>4</b>
Scaled to 50 points		<b>2.9</b>

#98: Sunnyside Road Bridge

Sunnyside Road Bridge  
Village of Scotia, Schenectady County



<b>Total Score = A+B (100 Points Max)</b>	<b>26.2</b>
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<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>16.2</b>
Benefit/Cost Ratio Subtotal	16.2
Total Benefits (\$1,000/Year)	4,713.4
Facility Life	4,713.4
Mobility	0.0
Safety	0.0
User Cost	0.0
Annualized Cost (\$1,000/Year)	291.6

<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>10.0</b>
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CDTC Project Category: Bridge Preservation

Sponsor: Village of Scotia  
Sponsor Priority: 1 in Bridge Category  
Total Cost: \$4.798 M (includes match and inflation)

Bridge BIN: 2257170  
CDTC Calculated Existing Bridge Rating: 4.3  
Bridge Condition: Structurally Deficient  
Proposed Bridge Design Life: 75

**Detailed Description:** Major rehabilitation involving repair and hard armoring of the existing concrete piers and cap beams. Replacement of the steel bearings and any necessary repair and re-painting of the existing steel structural members. The entire deck will be removed and replaced including new railings and ADA compliant sidewalk on the south side of the bridge and a striped bike lane on both sides.

**Roadway Functional Classification:** Sunnyside Road is not a National Highway System facility and is classified as an Urban Major Collector.

**Federal Fund Source Eligibility:** Surface Transportation Program - Off System Bridge

**Transportation Considerations:**

**Walking:** In CDTC Tier 2 Pedestrian District. Project will replace bridge deck, widen sidewalks and upgrade ADA ramps.

**Biking:** Connects to CDTC Bike Network and will include bike lane.

**Transit:** Not on CDTC Transit priority network; no transit route present; does not add transit components

**Motor Vehicles/Freight:** Roadway traffic volume averages 6,040 vehicles per day. Project has neutral affect (no known impact, positive or negative) on freight and/or goods movement.

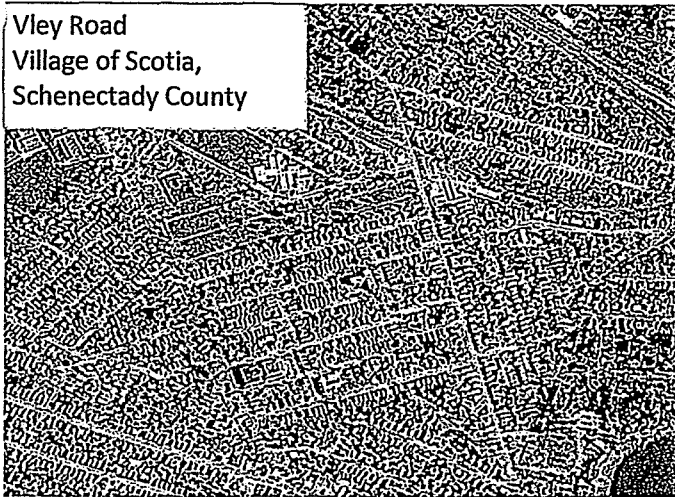
**Other Considerations:** Identified in CDTC Local Bridge study for replacement. Bridge passes over rail line.

**Advisory Committee Comments:** None noted.

MERIT CATEGORIES		NUMERIC VALUES	SCORE
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>			
Land Use Compatability	SCORE	-1 to +3	0
Smart Growth	SCORE	-1 to +3	2
Environmental Justice	SCORE	-1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE	-1 to +2	1
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>3</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>			
Preservation/Renewal of Existing	SCORE	-2 to +5	1
Complete Streets	SCORE	-2 to +5	1
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>2</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>			
Transit	SCORE	-2 to +5	0
Pedestrian	SCORE	-1 to +3	2
Bicycle	SCORE	-1 to +2	2
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>4</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>			
Sensitive Area Protection/Mitigation	SCORE	-1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE	-1 to +2	0
Alternative Fuels Support	SCORE	-1 to +2	0
Other Environmental/Health Benefit	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-4 to +8</b>	<b>0</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>			
Benefit beyond project to transportation system or quality region	SCORE	-2 to +5	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>			
Economic Impact	SCORE	-2 to +5	3
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>3</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>			
Additional Safety Benefit Beyond Crash History	SCORE	-1 to +3	1
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>1</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>			
Traffic Operations & Reliability Improvements	SCORE	-1 to +3	0
Use of Beneficial Advanced Technologies	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>			
Freight and Goods Movement	SCORE	-2 to +5	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>			
Anticipated Effect on all Performance Targets	SCORE	-1 to +3	1
	<b>SUBTOTAL</b>	<b>-1 to +3</b>	<b>1</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>			
Innovative Solutions	SCORE	0 to +2	0
	<b>SUBTOTAL</b>	<b>0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>			
On Schedule/On Budget	SCORE	-2 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +2</b>	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>			
Total from Line Items Above	<b>SUBTOTAL</b>	<b>-29 to +70</b>	<b>14</b>
Scaled to 50 points			<b>10.0</b>



#99: Vley Road



<b>Total Score = A+B (100 Points Max)</b>	<b>35.2</b>
<b>A. Benefit/Cost Ratio Total (50 point cap)</b>	<b>18.8</b>
Benefit/Cost Ratio Subtotal	18.8
Total Benefits (\$1,000/Year)	3,384.8
Facility Life	3,366.2
Mobility	0.0
Safety	15.4
User Cost	3.2
Annualized Cost (\$1,000/Year)	180.2
<b>B. Merit Category Score (Scaled to 50 Points)</b>	<b>16.4</b>

**CDTC Project Category:** Pavement Preservation

**Project Limits:** NY 50 to the Village line (just west of Halcyon Street)

**Sponsor:** Village of Scotia

**Sponsor Priority:** 1

**Total Cost:** \$2.840 M (includes match and inflation)

**Existing Pavement Rating:** Ranges from 6 to 9

**Average Daily Traffic Volume:** 2,784

**Repair Type:** Mill and Resurface

**Proposed Project Design Life:** 50 years

**Detailed Description:** Remove the existing asphalt down to the existing concrete sub-base and replace with new asphalt. Reconfigure the road to provide a separate multi-use path and new curbs and sidewalks with ADA compliant curb ramps. Over 7,600 linear feet of new sidewalks will be installed including 32 ADA compliant curb ramps.

**Roadway Functional Classification:** Vley Road is not a National Highway System facility and is classified as an Urban Major Collector road.

**Federal Fund Source Eligibility:** Surface Transportation Program

**Transportation Considerations:**

**Walking:** In a CDTC Tier 1 Pedestrian District. It improves pedestrian accessibility and safety with reconstructed sidewalks, a shared use path, ADA ramps and potential midblock crossings. It provides a major connection in village to schools.

**Biking:** The project connects to the CDTC Bicycle Network and significantly improves bicycle infrastructure with the installation of a shared use path on one side of street.

**Transit:** This project connects to the transit priority network.

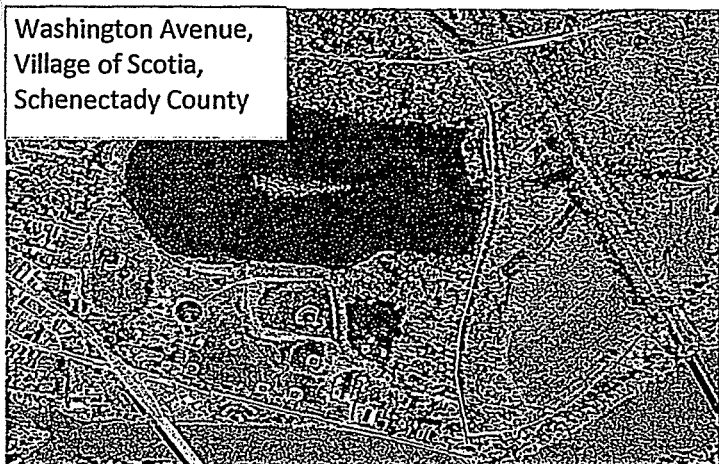
**Motor Vehicles/Freight:** Project has neutral affect (no known impact, positive or negative) on freight and/or goods movement.

**Other Considerations:** Connects to a National Highway System route. Increased footprint due to multi-use path construction. Project has the potential to add storm water treatment practices such as storm water planters.

**Advisory Committee Comments:** None noted.

MERIT CATEGORIES		NUMERIC VALUES	SCORE
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>			
Land Use Compatability	SCORE	-1 to +3	0
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
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>2</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>			
Preservation/Renewal of Existing	SCORE	-2 to +5	2
Complete Streets	SCORE	-2 to +5	2
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>4</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>			
Transit	SCORE	-2 to +5	3
Pedestrian	SCORE	-1 to +3	3
Bicycle	SCORE	-1 to +2	2
	<b>SUBTOTAL</b>	<b>-4 to +10</b>	<b>8</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>			
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	0
	<b>SUBTOTAL</b>	<b>-4 to +8</b>	<b>1</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>			
Benefit beyond project to transportation system or quality region	SCORE	-2 to +5	1
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>1</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>			
Economic Impact	SCORE	-2 to +5	3
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>3</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>			
Additional Safety Benefit Beyond Crash History	SCORE	-1 to +3	2
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>2</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>			
Traffic Operations & Reliability Improvements	SCORE	-1 to +3	0
Use of Beneficial Advanced Technologies	SCORE	-1 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>			
Freight and Goods Movement	SCORE	-2 to +5	0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>	<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>			
Anticipated Effect on all Performance Targets	SCORE	-1 to +3	2
	<b>SUBTOTAL</b>	<b>-1 to +3</b>	<b>2</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>			
Innovative Solutions	SCORE	0 to +2	0
	<b>SUBTOTAL</b>	<b>0 to +2</b>	<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>			
On Schedule/On Budget	SCORE	-2 to +2	0
	<b>SUBTOTAL</b>	<b>-2 to +2</b>	<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>			
Total from Line Items Above	<b>SUBTOTAL</b>	<b>-29 to +70</b>	<b>23</b>
Scaled to 50 points			<b>16.4</b>

**#100: Village of Scotia Washington Avenue Pedestrian & Bicycle Connection**



<b>Total Score = Weighted Score + Merit Category Score (100 Points Max)</b>	<b>25.6</b>
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<b>Weighted Score</b>	<b>12</b>
Cost Effectiveness	C
Market Potential	C
Safety	A

<b>Merit Category Score (Scaled to 50 Points)</b>	<b>13.6</b>
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*\*All benefits were translated to a qualitative rating from A+ to C. 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.*

**2018 TAP/CMAQ Candidate:** Yes  
**CDTC Project Category:** Bicycle/Pedestrian

**Sponsor:** Village of Scotia  
**Sponsor Priority:** Not Indicated  
**Total Cost (Matched and Inflated):** \$0.927 M  
**Annualized Cost (\$1,000/Year):** \$67.3

**General Project Limits:** Along Washington Avenue from Sunnyside Road to the Schonowee Avenue intersection  
**Facility Owner:** Village of Scotia  
**Design Life of Proposed Project (Years):** 30

**Detailed Description:** Construct a multi-use path, sidewalk and crosswalks connecting residential neighborhoods within the Washington Avenue Corridor to the Collins Lake access area and to an existing trail connector to the Mohawk Hudson trail near Schonowee Avenue.

**Roadway Functional Classification:** Washington Avenue is classified as an Urban Local road; Sunnyside Road is classified as an Urban Major Collector.

**Federal Fund Source Eligibility:** Surface Transportation Program

**Transportation Considerations:**

**Walking and Biking:** In Tier 1 Pedestrian District & improves pedestrian accessibility & safety with new sidewalk connections & shared use path, crosswalks where appropriate; major connection to Mohawk Hudson Bike Hike Trail Scotia connection & other activity generators/employers in City/Village. Project connects to the Bicycle network & significantly improves bicycle infrastructure with the installation of shared use path on portion of street.

**Transit:** No transit route present; adds transit component.

**Motor Vehicles/Freight:** Not the primary project purpose.

**Other Considerations:** Project is not in an Environmental Justice area.

**Advisory Committee Comments:** Bicycle/Pedestrian - Proposed trail links to new Alco Trail in Schenectady, across River and could provide connection to Mohawk Hudson Trail.

MERIT CATEGORIES		NUMERIC VALUES		SCORE
<b>COMMUNITY QUALITY OF LIFE &amp; EQUITY (10 POINTS POSSIBLE)</b>				
Land Use Compatability	SCORE	-1 to +3		0
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
	<b>SUBTOTAL</b>	<b>-4 to +10</b>		<b>2</b>
<b>APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)</b>				
Preservation/Renewal of Existing	SCORE	-2 to +5		0
Complete Streets	SCORE	-2 to +5		1
	<b>SUBTOTAL</b>	<b>-4 to +10</b>		<b>1</b>
<b>MULTI-MODALISM (10 POINTS POSSIBLE)</b>				
Transit	SCORE	-2 to +5		1
Pedestrian	SCORE	-1 to +3		3
Bicycle	SCORE	-1 to +2		2
	<b>SUBTOTAL</b>	<b>-4 to +10</b>		<b>6</b>
<b>ENVIRONMENT &amp; HEALTH (8 POINTS POSSIBLE)</b>				
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
	<b>SUBTOTAL</b>	<b>-4 to +8</b>		<b>2</b>
<b>REGIONAL BENEFIT (5 POINTS POSSIBLE)</b>				
Benefit beyond project to transportation system or quality region	SCORE	-2 to +5		2
	<b>SUBTOTAL</b>	<b>-2 to +5</b>		<b>2</b>
<b>ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)</b>				
Economic Impact	SCORE	-2 to +5		3
	<b>SUBTOTAL</b>	<b>-2 to +5</b>		<b>3</b>
<b>SAFETY &amp; SECURITY (5 POINTS POSSIBLE)</b>				
Additional Safety Benefit Beyond Crash History	SCORE	-1 to +3		2
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1 to +2		0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>		<b>2</b>
<b>OPERATIONS &amp; TECHNOLOGY (5 POINTS POSSIBLE)</b>				
Traffic Operations & Reliability Improvements	SCORE	-1 to +3		0
Use of Beneficial Advanced Technologies	SCORE	-1 to +2		0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>		<b>0</b>
<b>FREIGHT (5 POINTS POSSIBLE)</b>				
Freight and Goods Movement	SCORE	-2 to +5		0
	<b>SUBTOTAL</b>	<b>-2 to +5</b>		<b>0</b>
<b>PERFORMANCE (3 POINTS POSSIBLE)</b>				
Anticipated Effect on all Performance Targets	SCORE	-1 to +3		1
	<b>SUBTOTAL</b>	<b>-1 to +3</b>		<b>1</b>
<b>INNOVATION (2 POINTS POSSIBLE)</b>				
Innovative Solutions	SCORE	0 to +2		0
	<b>SUBTOTAL</b>	<b>0 to +2</b>		<b>0</b>
<b>PROJECT DELIVERY (2 POINTS POSSIBLE)</b>				
On Schedule/On Budget	SCORE	-2 to +2		0
	<b>SUBTOTAL</b>	<b>-2 to +2</b>		<b>0</b>
<b>PROJECT MERIT CATEGORY SUB TOTAL</b>				
Total from Line Items Above	<b>SUBTOTAL</b>	<b>-29 to +70</b>		<b>19</b>
Scaled to 50 points				<b>13.6</b>